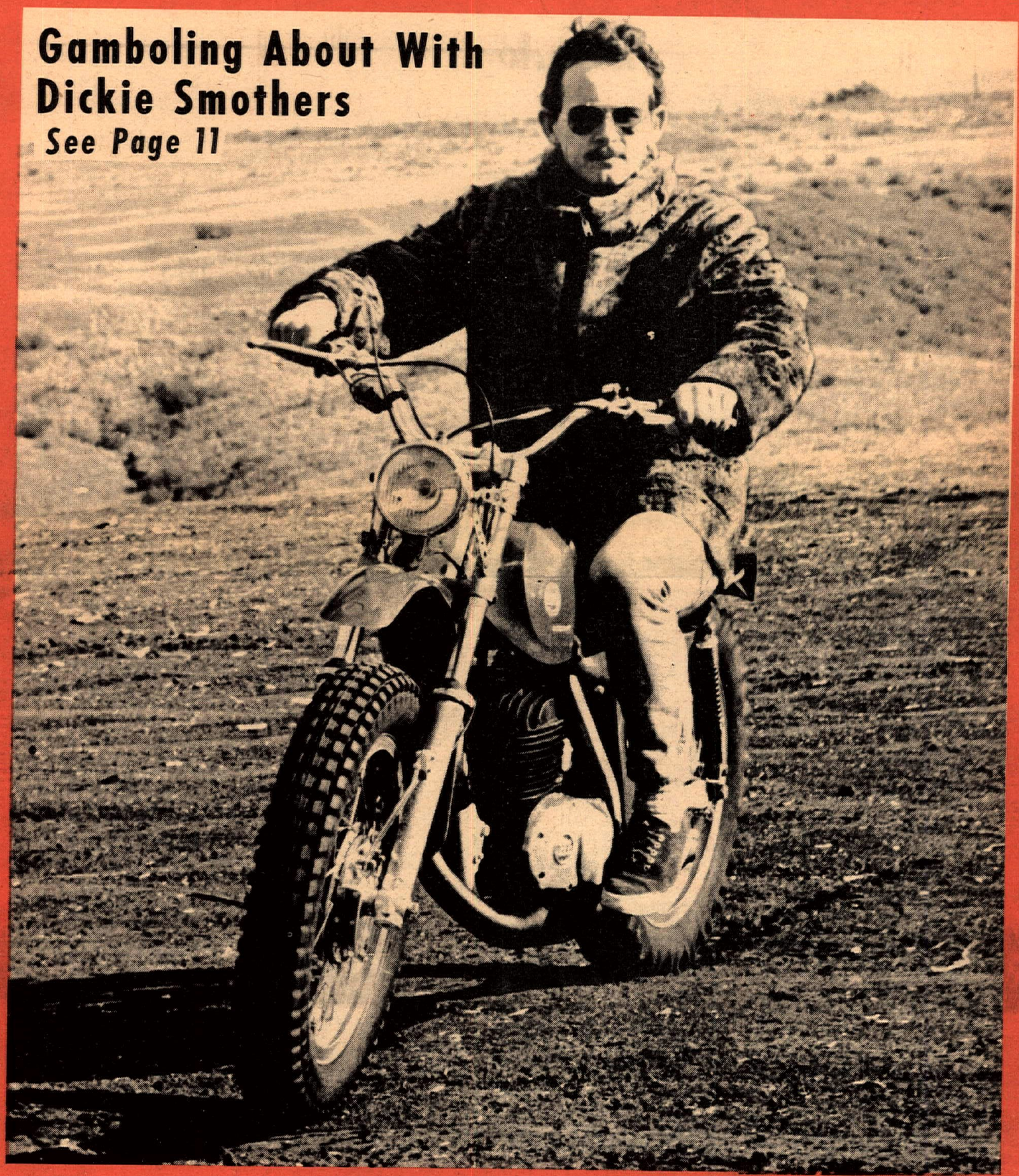
VOLUME VI NUMBER 3

February 4, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

25¢



Gamboling About With Dickie Smothers

See Page 11

Road Racer Gets Muddy, Wins Moto-Cross Page 10

Get The Papers On Your Racing Bike Or Else Page 7

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. All classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evenings.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

SUNDAY, FEBRUARY 2nd

EUROPEAN SCRAMBLES at Encinitas, Cal. by the Sage Hoppers' M.C. 3rd annual Rat Race. Prac. 9 a.m., race 10 a.m. AMA sanc. Limed from Freeway #5 and Encinitas Blvd. Info: (714) 753-2907.

SPECIAL EVENT MUD MOTO-CROSS at Carlsbad Raceway, Carlsbad, Cal. Trophies given to 50% of finishers at event. Post entry $5. Gates open 7:30 a.m. Prac. 9 a.m. Race 11 a.m. Info: (714) 539-3328. Better waterproof!

PROSPECTORS M.C.

Trophy Presentation & Party
For Dec. 15, 1968
European Scrambles

Feb. 7th

Time: 8 p.m. — Place: Manhatten Beach Property Owners Assoc. Hall at 540 Rosecrans, West of Sepulveda.

ROAD CLUBS COMPETITION CLUBS

advertise your coming events in a space this size for only **$19.50 (non-profit club rate).** Send us the information and a check or money order and we'll do the rest.

(DEADLINE IS WEDNESDAY, 5 p.m.)

Box 498, Long Beach, Calif. 90801

Take a friend to a motorcycle event this weekend!

ENGLISH TRIALS in Dunlap, Cal., 40 miles east of Fresno toward General Grant King Canyon Natnl. Prk., hwy. 180.

HARE SCRAMBLES by Marin County M.A. at China Camp, just north of San Rafael, Cal. Prac. 9 a.m., race at noon. Limed on Hwy. 101, north of San Rafael. Take San Pedro exit. Info: (415) 897-5901.

ANNUAL GOLD RUSH ENDURO by the Prospectors M.C. AMA sanc. Start 8 a.m. Limed from Palmdale & Adelanto on Palmdale Blvd. Info: Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501.

AMA STEEPLECHASE RACES at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. prac. 1 p.m., first race 2:30 p.m.; pits open 10:30 a.m. Info: (213) FA 1-5323.

TT races at Manzanita Speedway, Phoenix, Arizona, noon.

MOTO-CROSS by the Hi-Jinks F.M.C. in the Phelan, Cal. area. Limed from the Outpost Cafe on Hwy. 395 North. Riders' meeting 9:30, race 10 a.m., 0-100 and 101-125cc only. Info: (213) 865-4508.

HARE SCRAMBLES by Smoke Bomb Gaetz American M.C., limed from Hi-Vista Store just north of Ponderosa, Cal. at noon.

27-MILE PONDEROSA HARE SCRAMBLES by Greyhound M.C., 15 miles east of Lancaster on Ave. J. 10 a.m. start. Info: (213) 367-2907.

WED.—SUN., FEB. 5—9th

SACRAMENTO AUTORAMA at the old fair grounds. Two jumps a day by Evel Knievel.

FRIDAY, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pitgate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

FRIDAY, FEBRUARY 7

35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex. (Astrodome).

SATURDAY, FEBRUARY 8

30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

AFM NATIONAL AWARDS BANQUET at the Holiday Inn, West Covina, Cal. Cocktails 7:30 to 8:30 p.m., prime rib dinner. $6.60 per person. Reservation only before Feb. 2, with payment. Info: (213) 762-9875.

SAT. & SUN., FEBRUARY 8th & 9th

ELSINORE GRAND PRIX by the Gripsters M.C., AMA sanc. Dist. 37 desert scrambles. Races 11 a.m., small bikes Sat., big bikes and sidehacks Sun.

SUNDAY, FEB. 9th

MOTO-CROSS at the new Poso Park, 18 miles north of Bakersfield on Freeway 99 at Famoso Junction, by the Kern County Trailblazers. Prac. 9:30 a.m., race 10:30. Dist. 35 points.

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

MOTO-CROSS SCRAMBLES by the St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Washington.

MONDAY, FEBRUARY 10th

REFEREES MEETING at the Lodi M.C. clubhouse, 8 p.m.

FRI.—SUN., FEBRUARY 14—16th

KERN COUNTY CUSTOM CAR & BOAT SHOW, Goode Auditorium, Kern Co. Fair Grounds, Bakersfield, Cal. Info: (805) 323-9819.

SATURDAY, FEBRUARY 15th

ACA CHAMPIONSHIP BANQUET AND DANCE, Coda's Restaurant, Buena Park, Cal. Cocktails 7 to 8 p.m. Reservations and info: (714) 528-4290.

SUNDAY, FEBRUARY 16th

LYTTLE CREEK ENDURO on North Riverside Ave. in Rialto by the Crestline M.C. and Rialto J.C.'s. Limed from Riverside Ave. and Highland. Start 9:01 a.m. Parent's release if under 21. Info: (714) 882-1818.

19th. ANNUAL HI MOUNTAIN ENDURO by Cal Poly Penguins M.C.; AMA sanc., spark arresters required. Entries close Feb. 7. Start 9 a.m. Limed from Santa Margarita, Cal. Info: Box 111, San Luis Obispo, Cal. 93401.

CLASS A SPEEDWAY RACING at Whiteman Airport Stadium, 12850 Pierce St., Pacoima, Cal. Sign-up noon, race 1 p.m. Info: (213) 370-9800, after 6.

ACA MOTO-CROSS at Saddleback Park. Pits open 8 a.m., close 9:30, race 11:30. 100cc through Open, Sportsman and Senior.

50-MILE TRAIL POKER RUN at Tacoma, Wash. by Tacoma M.C. Sign-up 8 a.m. at Graham Speedway, 9 miles south of Puyallup. $100 for best hand. Info: (206) LE 7-5793.

FEB. 16, MAR. 8, APR. 13, JUN. 8

TT SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd., signs & lime from there. Prac. 10 a.m., race noon. Dist. 38 & national sporting points. Info: 4140 Acacia Ave., Bonita, Cal.

SUNDAY, FEBRUARY 23rd

CMC GRAND PRIX at Carlsbad Raceway, Carlsbad, Cal. Gates open 7:30 a.m., race 9 a.m. Leathers required. 75% dirt, 25% asphalt. P.O. Box 1334, Huntington Beach, Cal. 92647.

SUNDAY, MARCH 2nd

DESERT RACE by the Hi-Boots M.C. at San Felipe, Wash., east of Ocotillo Wells on Hwy. 78.

9th ANNUAL 100-LAP AMA TT GRAND PRIX at Ascot Park, 183rd St. at So. Vermont Ave., Gardena, Cal. Prac. 11 a.m., time trials noon, race 2:30 p.m. Also sidehack. Info: FA 1-5323.

SUNDAY, MARCH 9th

CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

DAYTONA SPEED WEEK

March 10 to 16

MON: Registration and practice, amateur and expert.
TUES: Reg. & prac., all classes.
WED: Prac. & Sportsman Road Race.
WED. NIGHT: Short-track, novices only.
THURS: Prac. only, plus enduro. Also qualifying time trials at speedway.
FRI: Qualifying time trials & heat races for novices and 250cc combined. 100-mile amateur race.
FRI. NIGHT: Short track, amateur and expert only.
SATURDAY: 76-mile novice race. 100-mile amateur-expert race.
SATURDAY NIGHT: Short track, amateur & expert only.
SUNDAY: 200-miler, experts only.

SUNDAY, MARCH 16th

TT SCRAMBLES at Adelanto, Cal., by the Desert Fantom M.C. On Hwy 395. Dist. 37 points. Small bikes 9 a.m., big bikes and sidehacks 1 p.m. Info: (714) 246-7551.

SAT. & SUN., MARCH 29 & 30th

VIEWFINDERS GRAND PRIX at Albertson Movie Ranch. Ltwt. & Powderpuff Sat., hvywt. Sun. Entries close March 15. Viewfinders M.C., 6333 Woodman, Suite A, Van Nuys, Cal.

SUNDAY, MARCH 30

95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

WED.—SUN., APRIL 2—6

CYCLE '69 annual cycle show at Brooks Hall, San Francisco, Cal. Info: International Sport Cycle Expositions, P.O. Box 5945, San Francisco, Cal., 94101.

THURS.—SUN., APRIL 3—6

WESTERN NATIONALS show at the Great Western Exhibit Hall, Los Angeles by the National Custom Car Club Assn., Canoga Park, Cal.

SUNDAY, APRIL 6th

CHAMPIONSHIP CROSS COUNTRY at Coos Bay, Oregon. Info: 267-3311.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

SUNDAY, APRIL 20

100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

SUNDAY, APRIL 27

90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

TEAM SCRAMBLES by the Hi-Boots M.C. at Dehesa Speedway. Take Interstate 8 to Harbison Canyon Rd. Signs & lime from there. Race on moto-cross course. Info: 4140 Acacia Ave., Bonita, Cal. 92002.

SUNDAY, MAY 4

175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

HALF-MILE NATIONAL in Cumberland, Maryland.

SUNDAY, MAY 11

DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SCRAMBLES by the St. Helens M.C. at the Castle Rock Fairground, Castle Rock, Washington 98611.

SCMA 1969 CALENDAR OF EVENTS

The Southern California Motorcycling Assn. heads into their second year of road riding with a calendar of tours twice as large as their first year.

A surprise overnighter to Camp Wishon will be held when a suitable summer date is arrived at.

Mar. 9: 1st Annual Poker Run by SCMA.
(213) 429-3557
Apr. 13: 2nd Annual Poker Run by Bakersfield Red Tops.
(805) 324-9243.
Apr. 20: 4th Annual Run by Norwalk Rockets.
(213) 863-5339—(213) 863-9106
May 4: 5th Annual 5 Star Poker Run by Oxnard M.C.
(213) 860-2055—(805) 487-4080
May 17 & 18: 7th Annual Overnighter by Artesia Pioneers.
(213) 425-5321
Jun. 29: 1st Annual 10¢ a Dip Picnic by ACMA
(213) 429-3557
Aug. 9 & 10: 2nd Annual Panorama Hghts. Tour by Bakersfield Red Tops.
(805) 324-9243.
Sep. 6 & 7: 1st Annual Overnighter by Norwalk Rockets.
(213) 863-5339—(213) 863-9106
Sept. 20 & 21: 1st Annual Overnighter by Oxnard M.C.
(213) 860-2055—(805) 487-4080
Oct. 19: SCMA Benefit Run for Hathaway Childrens Home.
(213) 429-3557
Dec: (Date to be announced) Toys For Tots Poker Run by Oxnard M.C.
(213) 860-2055—(805) 487-4080
Dec. 13: SCMA Christmas Party and Installation of Officers for 1970.
(213) 429-3557.

NEW RAIN DATE FOR SPEEDWAY

Saturday, February 1 is the date for Professional Speedway Racing at Whiteman Stadium in Pacoima, Calif. U.S. champion Rick Woods and California champion Sonny Nutter will be featured. Racing starts 6:00 p.m. Gates open 4:30 p.m. All seats $2. Children under 12 free.

Runs Rain or Shine

CMC MOTORCYCLE Grand Prix

FEB. 23

NEW. 3.5 mile course
75% Dirt — 25% Asphalt
gates open 7:30 a.m.
first race 9:00 a.m.

CLASSES
0-125cc
126-250cc
251-500cc
Open

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Mail entry $5.00 — Post $25.00
CMC — PO Box 1334
Huntington Beach, Cal. 92647

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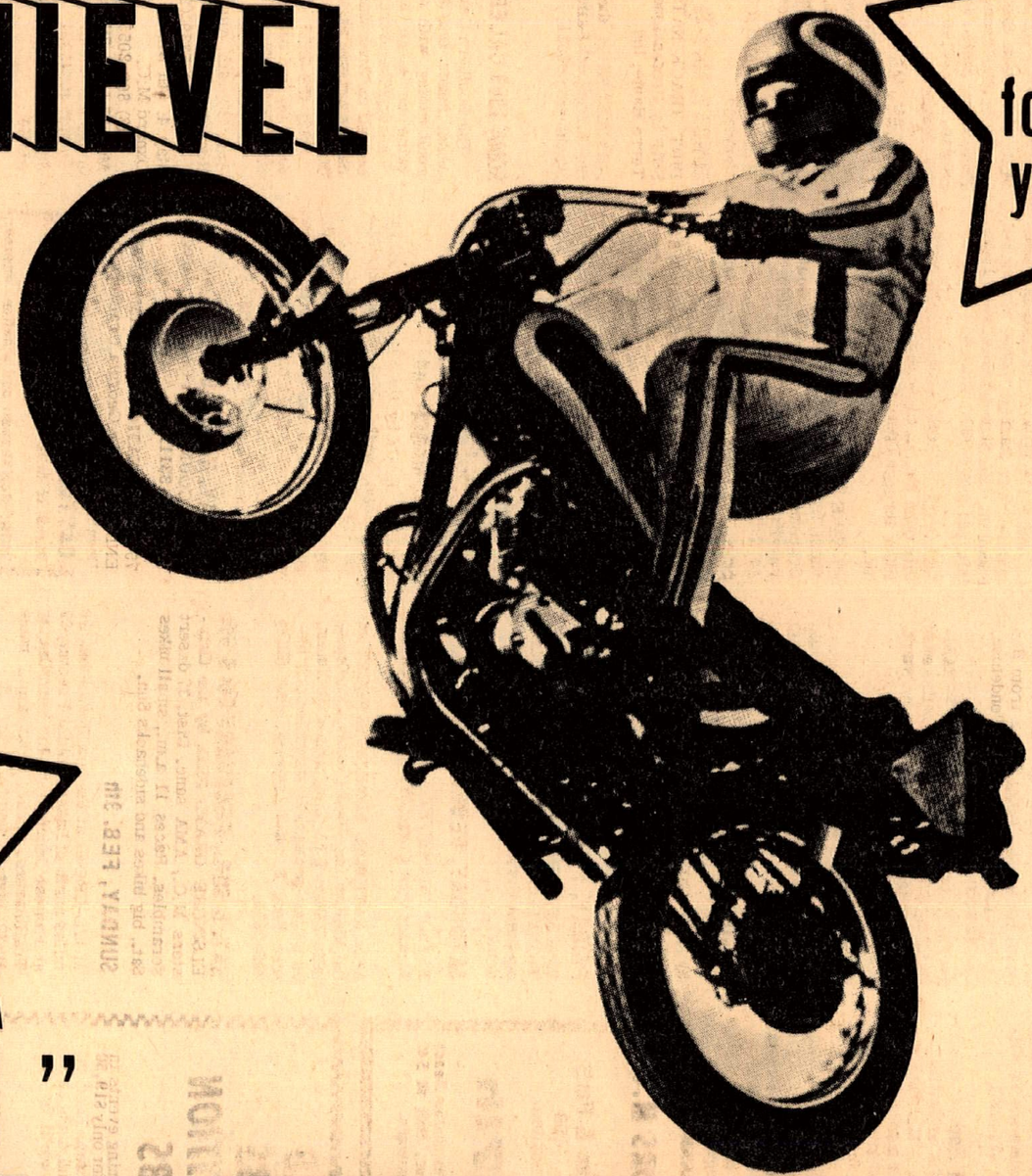

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VOICES OF THE WEST

REALITY VS. PABLUM

Three cheers for freedom of speech, Cycle News and Barbara Dahms; and thanks for a publication that tells it like it is.

Many Americans, including the "young and impressionable", are fed up with the diet of journalistic pablum, and are beginning to realize that they are being force-fed this diet in the guise of protecting contemporary standards.

The fantastically hypocritical "standards" have long been a stumbling-block towards establishing rapport between people – people of different age groups or from different walks of life.

To those who like the diet (and your Voices columns indicate there may be many) I say: "Don't try to separate my sport from reality. I'm ready for facts, whether you spell it fornicate, pollinate or whatever."

D. BERRY
Forest Hill, Cal.

THE MOTORCYCLE MAFIA?

You really told it like it is, four letter words and all. Keep up saying nice things about our sick members and maybe they will switch to another sport. It is a rotten shame that so few normal bike riders and dealers have enough time and interest to do something as concrete against the compulsory helmet laws as you give credit to the Angels of California, but adversity is supposed to make strange bed-fellows. If we normal riders have to sleep with the sick ones, I for one, will quit the sport after 35 yrs.

Your article and photos make Sonny and Animal look almost civilized, but I have seen too many of them in their urine-soaked dungarees acting like half-mad animals to ever respect any of them. We know the antics of the sick ones cost us Springfield, Laconia, The Jack Pine (two years ago), Marlboro to name just a few of the big races that once gave us so much pleasure. Granted it wasn't the California Angels, directly, that caused the rotten ones to tear up a town, but the spiritual inspiration came from northern California. And now these odd misfits are movie stars, and a generation of drive-in watchers are trying to imitate them, sometimes without the bikes but always with the motorcycle leather jackets!

It was one lousy Dahm article, well-written, worse luck.

JACK MERCER
Connecticut

P.S. I know you printed the Dahms article with tongue in cheek, but I am afraid the angel-types will use such love letters as further ammunition to increase their growing strength. In every major city there are outlaw cycle gangs who pattern their behavior on the movie-image of the Angels. These sick %¢!@! love bad publicity. Perhaps we should all throw in the sponge and leave the entire sport to this bunch?

Wherever there is any cycle activity, these vultures gather, stupid and troublesome. We lost the best scrambles in New England, Grafton, Vermont, because we couldn't control the bunch even with paid cops. They blew up the outhouses, set fire to certain selected victims, copulated in daylight and even had a machine gun emplaced on a hill! Clever, they had members with walkie-talkies, protecting the antics from police intervention. The cops were scared, as any normal person would be. Finally, the state simply said, "No more cycle events in Vermont."

COMMENT: The real point of the article was that California HA's don't mess with legitimate motorcycle events out here in the west any more. Perhaps they are too busy giving interviews or testifying before committees. We can only hope that pseudo-Angels in the east and midwest will follow their example and lay off our races there.

HELP NEEDED FROM TORRANCE RESIDENTS

In Torrance there is a section (45.6.8) of the City Code which states as follows: Any person who rides a motorcycle or motor-driven cycle on any vacant lot in the City and disturbs a substantial number of persons in the neighborhood of such lot, by noise, dust, smoke, or fumes caused by such motorcycle shall be guilty of a misdemeanor.

This is obviously against us, but not to the degree most of you think. The problem we have had is the way the police try to enforce it. For sometime now in many cases police have completely ignored the portion that states: Disturbs a substantial number of persons in the neighborhood. Therefore, when they see a bike being operated on a vacant lot the officer informs the rider there is a law against what he is doing, and tells the rider to leave.

Most of us being law-abiding citizens are willing to rely on the officers integrity and would leave, believing we had broken the law. Some would return and receive a citation, rather than spend the time to fight it in court. If you did have time, and pleaded not guilty, it would not be prosecuted due to lack of a substantial number of complaints. So really we stand a good chance of beating any charge that stems from the above section. If we want to spend the time.

In about Aug. of 1968 a number of bike riders went to the Council meeting to have the above section revised or repealed. The council requested the Traffic Commission to meet with the bike riders and return a recommendation to the council. The meeting was held in Sept. 1968 (I was unable to attend). After listening to the bike riders, the commission passed a motion to revise the above section to include jeeps, dune buggies, go carts and that mufflers be required.

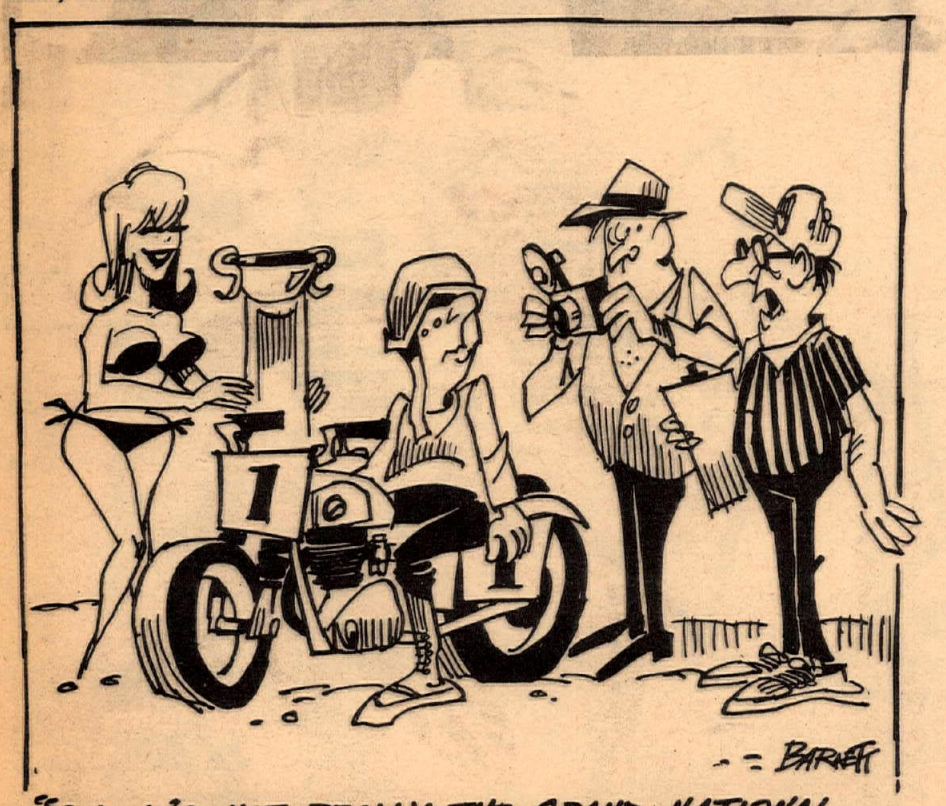
The proposed revision deviates greatly from the Traffic Commission's motion. The new proposed section, which would replace the existing one states: Any person who operates a motorcycle, trail bike, mini bike, dune buggy, motor scooter, jeep or other motor driven vehicle on any vacant lot, vacant property or acreage within the City and disturbs the peace or quiet of any neighborhood or person by noise, dust, smoke, or fumes caused by such vehicle shall be guilty of a misdemeanor.

The new section went to council Jan. 21, 1969 for adoption. I was able to obtain a three week delay to inform interested parties (YOU). I am fairly confident the council will reject the proposed section when made aware of the bad points. A large attendance will definitely help the outcome. I respectfully request your presence to make council aware that many Torrance residents like off the road riding. You can also express your views of the proposed and existing ordinance if you desire, but be there.

DATE: FEBRUARY 11, 1969
TIME: 6:45 (the earlier the better)
PLACE: CITY HALL 3031 TORRANCE BLVD. Upstairs.

For further information phone 371-0585 (after 5 p.m.) Be there and be heard.

KEN HUDSON
Torrance, Calif.



"OH, HE'S NOT REALLY THE GRAND NATIONAL CHAMP, ALL OF THE OTHER AMA RIDERS WERE SUSPENDED IN LAST WEEK'S MOTO CROSS!"

THE RISE OF "SUPER CHAMP"

In response to an open letter to the Competition Committee which you recently printed, I would like to describe an incident that I personally observe.

My wife and I arrived at the desert early one Sunday for a European Scrambles and my race didn't start until early afternoon. Riding the course before the race wasn't allowed, so I rode around the outer periphery until I found a good spot to observe the technique and skill of the experts and amateurs. After a short wait, the race began and soon the leaders had passed my point of observation.

Then one rider in the pack that followed pulled off the course, and I surmised that he was having trouble and was most probably hopping mad. But he merely came to a halt, dismounted, turned off the petcock and let the engine run the bowl dry. Meanwhile, he sat and smoked a cigarette. I don't think he was aware of my presence higher on this hill above him.

We watched what must have been the tail end go by because the hour was over. Then he fired up and with the enthusiasm of a run to the bomb, sped out following the course.

I departed for the pits and arrived in time to see the last ones in finish and to my surprise, next to last, was the guy that pulled out of the race to watch.

Well, when I went over the results a few weeks later, I was enlightened on what went on. "Super Champ" placed last, having completed only one lap in that hour. But the point chart indicated he would obtain fifteen points for his effort!

"Super Champ" may bear a much smaller number than I do next January. But I, for one, know that it wasn't obtained in the same way. Then a question entered my mind that remains unanswered: "How did he become an amateur?"

NORMAN SANDUSKY
Long Beach, Calif.

PUT ON?

I see in your January 21 issue a Griffith Park Grand Prix listed in the calendar for March 1 & 2. Wow!! that's super keen. I'm sure the bird lovers, zoo lovers, horse lovers, and golf lovers are all going to give us a rousing welcome.

Councilman Snyder will probably be starter and Mayor Sam will wave the checkered flag.

I'm a member of Tracy's coffee club and his shop is as near as you can get to Griffith Park without being in it. Can't find a soul around there who knows anything about this race. By the way, who are the Griffith Park MC? If this is a put-on, it's rather cruel.

I hope I've stuck my foot in my mouth and get cut to ribbons by another letter proving me wrong, 'cause i'd sure like to ride this one. It would take me all of ten minutes to get to the pits from my house.

MELVIN SHAPIRO
Hollywood, Cal.

COMMENT: Griffith's people – are you really out there? Really?

BROOKS BEAT ROBERTS

Doyle Fields and J.N. Roberts of the Checks M.C. are a couple of cry babies. They contested the Ponderosa win by Tom Brooks on New Year's Day.

As I understand it, Roberts gets paid $100 by the Husqvarna people for every win. Are all of the other riders supposed to step aside just so J.N. can collect?

A. NELSON
Gardena, Calif.

The finish was contested by those who claimed that Brooks didn't pass Roberts or Fields on the course, that they ran first and second on the first loop followed by Brooks. The contention seemed to be that Brooks is not a good enough rider to pass Roberts or Fields.

The facts to be considered are:

1. Brooks made all check points.
2. Brooks was not seen by any of the Ponderosa officials, located along the course, cutting course.
3. Brooks said he used all of the short cuts he knows, but didn't cut course.
4. Brooks knows the Ponderosa course well.
5. J.N. Roberts is one of the top desert riders, if not the top.
6. Tom Brooks is a novice.

In my opinion the only thing that the second race proved is that it would have been entirely possible for Tom Brooks to beat J.N. Roberts on the Ponderosa without cutting the course.

MIKE NELSON
Newhall, Cal.

New Arizona Track

By Matt Glover

Mile High Motorcycle Club of Prescott, Arizona is about to hold its first annual election of officers, and at the same time incorporate and apply to A.M.A. for sanctioning at their new scrambles track under construction in Diamond Valley, 5 miles east of Prescott on southbound route 69, toward Phoenix. First races are tentatively scheduled during March.

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No, it wasn't Danny Kline and his trusty 250 Greeves, looking quite alone in the wide expanse of Southern California desert.

Guess Who Won The San Gabe Scrambles

Story and Photo by Dick Wright

CALIFORNIA CITY, Cal., Jan. 19 – The setting was perfect for some fast and well-organized desert racing, having rained all Saturday night but stopping just before dawn on Sunday, leaving the sand damp, but not muddy. The area picked by the promoting club was ideal, resembling a Moto Cross-type course with rolling hillsides and fast, flat areas.

J.N. Roberts took advantage of all these conditions to rack up a double win, taking the 250 race in the morning and the Combined Open and 500 event in the afternoon, again assuming the status of Top Man in the Desert.

There were two courses; the Novices racing on a fast, open course, and the experts battling it out in the rough, hilly areas spiced with some wild hoop-dee-doos and a fast trail through the pits.

The first race on the Expert course was the Amateur-Expert Trail Bikes, sending sixty riders off at the drop of the banner for the wide left-turn one hundred yards out. They went through this area ten abreast, with Jack Morgan, #1, grabbing the lead. He had to fight for his position by holding off a strong challenge from Mark Rader, #608, and was eventually passed by the young rider. Morgan regained his lead in the hilly section and went on to take the win, with Amateur Rader coming in second and the hard-charging Terry Clark, #395, in third. All three riders were seated firmly on Hodakas. The new racing team of Dean Goldsmith, #39, and Wes Anderson Jr., #4, both on Harley Davidsons, placed fourth and fifth respectively.

The 250's were off next, and Gary Conrad, #21x, out for the first time in three months, grabbed the lead, with Roberts right on his tail. They dueled wheel-to-wheel, putting on a real show, with Roberts finally overcoming Conrad in the third lap and holding it for the win. The out-of-condition Conrad took a well-deserved second, and Tom Muto, #71x, was third. These three riders were all Husky-mounted.

Everyone was looking forward to the Combined 500 and Open Amateur-Expert go, as there was absolutely no dust, and the riders would be able to turn it on with plenty of room to spare. The lead at the first turn went to Lynn Cole, #244c, astride a Maico, but Roberts passed him a mile out and built up a strong lead. Roberts showed beautiful style as he took the jumps at the back of the course, doing wheelies into the half-mile-type turn through the pits at top speed for a wide-margin win. George Walker, #225m, rode well and placed second, followed by James Martino, #5. All were again on Huskies.

Seventeen-year-old Jim Wilson was fifth man in, taking First Amateur on a Greeves. He had been running better, but was slowed down when he stopped for a quick drink of water. Dusty Coppage, #60, came from a bad start to take First Open Class on his well-prepared Triumph.

(Results on page 16)

Fields Brothers Stream To Wins

By Thomas Dilling

Someone left the cage unlocked long enough for the Far West M.C. Competition Committee to escape and throw their second annual four-hour endurance race. This afternoon of sadism-in-the-raw, to refresh your memory, consists of two riders trading off one poor motorcycle with total laps determining the winners.

The four-mile course was groomed by a storm that caused flood warnings in this part of the state. Needless to say, the traction was muddy and muddier; but it did vary – from deep to bottomless.

A family affair ended up taking the first place trophy in 0-125 class. The father and son team of Jim and Randy Fields shared Mrs. Fields' Honda 90 for 26 laps. The hardest spill the Willow Creek, California-based racing team took during the afternoon was Mrs. Fields, when she lost traction walking across the pits, landing hard on her you-know-what, breaking her hot dog and spilling her coffee.

The Honda-mounted team of Dirk Lanning and Dave Thrun were in the same lap and just inches behind Fields and Fields at the finish line, the closest race of the day. Just two laps back of Lanning and Thrun was (Miss) Elaine Kerrigan (Jawa Jane as he is known in these parts), who came close to upsetting the boys as she rode the entire race all by her lonesome. She was one awfully tired little girl picked up a hard-earned third place trophy. Willow Creek racer Billy Huett took home the hard-luck trophy. Huett had built a huge lead early in the race, only to have engine troubles; he had to drop out.

Brian Lee and Bill Hunter used a 250 Yamaha and a smooth, steady pace to take first in the 126-250 group. Slim Jockla and Ross Kuhnle traded off a 250 Greeves and came in with a total of 46 laps, just one shy of Hunter and Lee. Last year's overall solo rider winner, Gary Howard, teamed up with Cliff Bower and a 250 Yamaha for third with 44 laps. Ray Crivello and Tom Dilling used Crivello's Bultaco for 4 laps and fourth place trophies.

Ed Nielsen and Nolan Hunter took first in the 251-Open class and overall trophies, using Nielsen's Husqvarna to total 48 go-arounds. Vern Morrison and Gordon Kuhnle came on strong after some air cleaner troubles in the early part of the run, but were eight laps shy of Hunter and Nielsen with a total of 40, but good enough for second place. Five laps back of these two mudders was the BSA-mounted team of Dennis Palmer and John Pezzoli that took home third place brass. Jay Stradley and Whitie Marx were fourth with 33 laps on a Huskie.

The event was cut to three hours before starting as the heavy rain clouds caused poor visibility under the trees. Many did not finish due to mechanical and physical breakdowns, but all were happy that there are 364 days of rest until the next endurance race.

(Results on page 16)

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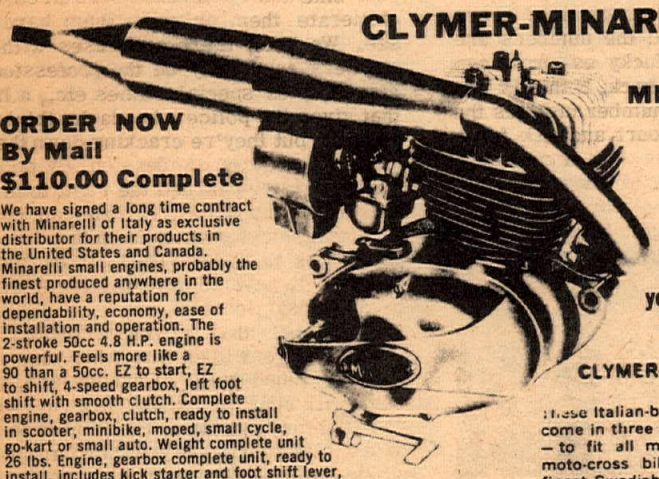

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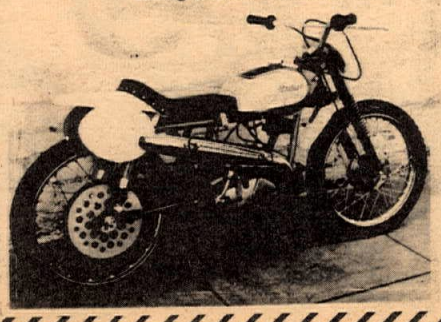

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Lose Your Identity - Ride a Mud Scrambles

By Tom Dilling

WILLOW CREEK, Cal., Jan. 19 – The Trailsters advertised a grass scrambles but, after 48 hours of rain and a few practice laps, all concerned decided that Mud Scrambles would be more appropriate. The three-quarter mile course was laid out twisting around the parking lot of the club-owned T.T. track. Holes that weren't there the lap before put rider after rider down into the mud. Not one entry could say that he hadn't been down at least once.

After taking a look at the course, rain, mud-splattered riders and overall scene, some of the less hardy riders did not bother to unload their machines. Some of the less hardy machines gave up after a few laps. Water-proofing is the name of the game in this area but the rain coming out of the sky was enough to side-line a machine. After a few laps, everyone looked alike.

Something never seen before – at the end of each moto, the riders would circle back and tell the scorers who they were and how they finished. Once two riders went down near each other, got up, grabbed the wrong machines and only after a couple of kicks did they discover their error, trade scooters and take off.

Due to the huge amount of entries in the 0-125 class, two qualifying heats and a semi were used to determine transfer to the three-lap motos. As it turned out, the fatality rate was so high in this class that all the survivors numbered enough to make a good race. Billy Law of Eureka used Far West Motorcycle Club President Don Wright's new Penton and splashed off to three decisive firsts. E.B. entertained himself by splattering all the cars, trucks, and spectators that were within his range. Far West Motorcycle Club Secretary, Joe Tomich, was the only rider easy to recognize all day, as the performance of his new Penton kept a huge smile on Joe's face while carrying him to second place. Dave Luzzi stayed with his Hodaka long enough to take third and Chuck Gay slogged into fourth with his Hodaka.

Elaine (Jawa Jane) Kerrigan took home a first place trophy from the special class set up for juniors and girls. That's six trophies out of six races for her – come on you guys, something has got to be done. Randy Fields was second in this special class and kept the only trophy that stayed in the Willow Creek Area. But in all fairness, the majority of the Trailsters were working the event.

Both Feet Down

Rich Lampe and his Greeves churned around in fine form into first in the 250 "B" bunch. Bill Hunter hung onto his Yamaha long enough for second. One other happy man was Bill Christensen, who took home the third place trophy – his first competition brass (he won the FWM/C poker run a while back).

In the 250 "A" class, Gary Howard splattered the rest of the boys most of the afternoon for first place. Brian Lee was promoted to "A" rider by the Trailsters this event and was truly proud of his new rating. The mud covering his mouth and face must have garbled his speech as all that came out were short, unprintable words. Ben Cringle and Lee put on a real good day of racing with Lee taking second and Benny third. All 250 "A" winners were Yamaha-mounted.

Eureka motorcycle dealer, Richard Miller, used a Maico to take first in the 251-Open. Attorney John Morrison put his snow skiing ability to use, while at the same time developing a new mud style. John just plopped both feet down and schussed his Maico along into second. Not to insinuate that John has large feet, but someone said that at least three cows must go to their eternal reward everytime he orders a new pair of boots. Husqvarna-mounted Jay Stradley pulled third. Vern Morrison also demonstrated a new style – this one a high-speed belly flop, sliding for about 100 feet, and then crossing the finish line – didn't count though; his Huskie was riding him.

Mr. and Mrs. Rose Kuhnle of Eureka have a summer home in Willow Creek; after the events in that area all are welcome to drop in to change clothes, shower and run the race over and over and over and over.

On the way to Kuhnle's home for stray motorcyclists, we saw one other thing that gives a good idea of the type of event – a group of racers at the car wash, washing each other off.

(Results on page 16)

Got Your Papers Straight? Even On Your Race Machine

Story and Photos by Maureen Lee

"If you keep a motorcycle long enough, you're going to have it stolen." These shocking words came from Detective Charles Hollingsworth, Auto Theft Detail, Huntington Beach Police Department; and he backed up that statement by providing the statistics to prove it.

As of July 1968, 46,483 vehicles were stolen and a whopping 16,512 of these were motorcycles. That's enough to make you want to rush home, put two more locks on the door and keep a brace of bulldogs in your garage. Not only that, the rate of recovery on motorcycles is very small due to the fact that many of them are broken up and sold as parts or changed into dirt bikes.

Don't think either that stealing bikes is only done by kids or one-shot artists. Hollingsworth said they have evidence

Altered frame numbers making the frame illegal. Some thieves skillfully add body putty over filed-off numbers and re-stamp new numbers with factory correct dies. However, the law has lab technicians who can bring out almost completely obliterated numbers.

that there is a highly efficient syndicate-type group in business. Case in point; a man who stopped for a quick beer on the way home. His 74 was out in front chained to a lamppost with the front fork also locked. When he came out, it was gone. As Hollingsworth said, you can't steal a full-dress Harley in that short a time without planning, and with the proper equipment, like a truck equipped with a hoist.

Police have long been aware of the stolen motorcycle problem but are only now starting to really do something about it. With the continuing growth in sales it will become an intolerable theft problem very shortly. Stolen bikes are handled through Auto Theft and they always have their hands more than full in just handling four-wheeled vehicles without needing this added burden. They are also hampered by D.M.V. people who are unfamiliar with motorcycle registrations; a shortage of untrained officers who don't know exactly what to look for in checking a bike; and the riding public, many of whom don't give a hoot until they themselves are caught up in a theft situation. Then they tend to yell long and loud!

Things are changing though. Detective Hollingsworth and others are willing to assist any Police Department who needs help in checking out bikes. He hopes for the day when all our tracks and road runs will be free from those riding the $200 variety of bike alongside the honest citizen who paid maybe $1300 for the same model. He feels we should all have enough pride in our sport to want to clean up this mess – and a mess it is.

Without so many people eager to save a buck (and all of us are tempted now and again) the thieves wouldn't be able to stay in business. The bad part is that so many parts are readily available to racers who have blown up and don't want to pay the going price on a part from their dealer... and in some cases dealers too have stock that isn't kosher!

"What machines are stolen the most?" we asked Hollingsworth. "First, Honda, the kids really go after those and we almost never get them back, then Harley, Triumph, Yamaha, BSA and Suzuki."

Remember the uproar that took place late last year when the Huntington Beach track opened and the police department checked and impounded bikes? Eventually this will happen at all tracks and even the desert will not be immune as the police move into a more concentrated program. The two cases in point we'll use will be John Kavanaugh and Terry Dorsch whose Triumphs were impounded the second race there.

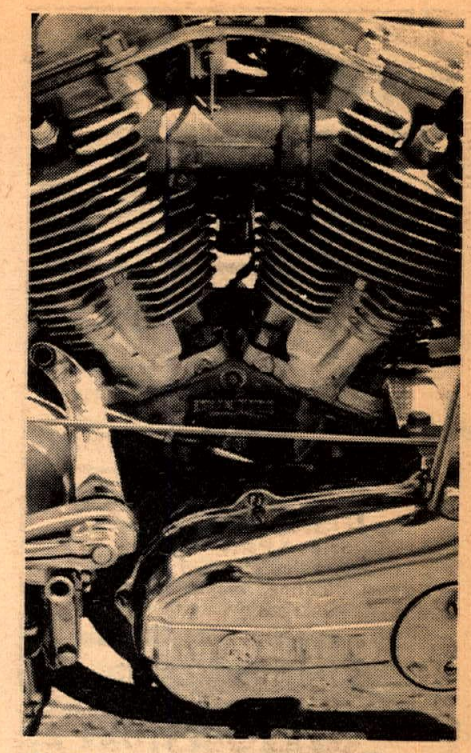
Kavanaugh's frame definitely showed a "funny number", an expression used to classify either one that has odd-sized numbers, ones defaced or re-stamped or anything that deviates from the factory norm and every factory has its own style of stamping. Anything that is not factory fresh is suspect, and the law has the right to impound it on the spot regardless of what papers you hold proving the bike is yours.

In this case the frame looked in one spot like a rasp of some kind had been used although the number didn't appear to be re-stamped. Dorsch's machine had a chrome frame on it, making it extremely difficult to check any numbers, plus one engine number turned sideways.

Kavanaugh had purchsed his machine out of the crate from a very reputable dealer and Hazen Bair from Johnson Motors was present with us in Hollingsworth's office to assist by presenting documentation on this particular machine. The change or attempted change was not recorded from the factory as they sometimes are when a mistake occurs in the initial stamping, but all other papers were in order and shown. Dorsch's machine was purchased as a used dirt bike with the too-often hazy history of same but all his purchase papers were in order. He had bought it fairly cheaply and had spent a lot of money fixing it into the beautiful machine it is (or was).

Destroy Machine

After the Department impounds a machine and checks out numbers it is up to the officer in charge as to what happens next. If the machine or parts of it are definitely stolen, and the numbers are unchanged, and the lucky ex-owner can be traced, he gets it back. If this is impossible because of number changes the officer can go to court and ask for a judgment to destroy the parts or complete machine. In the case of parts only, the owner is returned the parts not stolen. So if you have an engine that doesn't fit what the law says, you might get back



Altered engine numbers make impound bait out of this Harley.

everything else back but that, or everything but the frame.

In Kavanaugh's case he was returned his complete machine because this was obviously a case of something going wrong somewhere and he was caught in the middle. His frame, though, is still "illegal" in that it has that funny number on it. His recourse now is to have the distributor or the dealer provide him with a new frame with the new numbers run through the D.M.V. Otherwise the next officer who looks at it can impound it and put him through the whole thing all over again. Dorsch, however, lost a considerable portion of his bike including that beautiful frame. Ask him how he feels about that.

Protecting Yourself

To try to protect yourself, first, take a good look at any machine you buy, even if it's brand spanking new. Lately the best manufacturers, well aware of these problems, are coming up with numbers almost impossible to change. Buy from a reputable dealer. There are such things as law suits, and he knows it. This gives you an added protection, but still, just peek at those numbers. It's your money at stake. If you think numbers look funny then take time to have them checked by the law and don't complete the financial transaction until you do, and the D.M.V. has cleared the paper work. And if just the paper work looks a little weird, don't come up with the final payment until that is cleared too.

Don't buy when the paper work looks hazy. Make sure the papers are completely in order especially when buying a used dirt bike and from a private party. Even this won't protect you from losing your machine if you do end up with something stolen, but it helps.

However much as you want to pretty up your bike don't polish numbers off cases, obliterate them or make them hard to see. We know there are cases without numbers especially on the professional circuit, plus special frames etc., a fact that gives the police a headache thinking about it; but they're cracking down there too. Leave those numbers on. By taking them off you've earned the right to have your bike impounded. Anyone can make a mistake and pick up a bike with all paperwork in order (titles can be falsified) so it pays to give a little thought to all transactions.

Remember that if you're picked up you'll lose your bike, plus what you paid for it if found guilty. Chances are, the thief will still be walking around, with you still making payments. If you do come onto a situation where you know darn well stolen stuff is being peddled, have a word with an officer you know.

One trailbike rider did, after a chopper rider bragged a bit on his equipment. End result was a bust of a ring bringing stolen bikes into California from the mid-west. If you don't have an officer you know, ask around, or call Dectective Hollingsworth.

We visited the impound barn where all the machines were, and rejoinced to see how they were handled. Each bike was carefully swathed in heavy quilting. After a recent impounding where Hollingsworth had seven machines there he slept with them for a few nights "just in case." Thieves have been known to swipe impounded machines from right under police noses.

Stolen, and retrieved, motorcycles stand outside the impound shed.

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Half Don't Finish Sloshy Sonora Run

Story and Photos by Len Sipe

CONFIDENCE, Cal., Jan. 19– The Sonora Pass M.C. sponsored the first of their two yearly enduros, beginning at a wide spot in the road called Confidence. That's 11 miles east of Sonora on the western slopes of the High Sierras, in the heat of the Mother Lode country of old gold mining days.

The course was 65 miles of forestry and county roads. Because of the two-day deluge of rain, only half of the 212 entries finished under their own power.

The Highway Patrol had a couple of units on hand to make sure no one performed any criminal acts, such as riding a competition bike across the paved road to the starting area.

Wrapped in barbour suits and plastic rain gear, riders lined up at the dirt road just behind Confidence Inn and were sent out four at a time at one minute intervals. The club officials, under the capable direction of president Duke Wynn, must have gone through this rain-and-mud routine before. They didn't bother with number plates; a rider's number was marked on the right side of his helmet. It made easier reading for the three checkers out on the course and the final one at the finish.

The dirt roads became streams – slippery, with deep waterholes – causing riders to fall and slide, engines to stall. The two streams originally included in the course had to be bypassed; they had become rivers too deep to get through.

After the last rider took off, a string of jeeps started out to pick-up stalled vehicles. Their job would last until nightfall.

About noon, riders began coming in. They were soaked and mud-splattered, some with waterlogged engines mis-firing. Tired but smiling, they headed for the Inn for coffee and brandy, recounting the close calls they had, the mechanical problems solved in a jiffy, the riding skills newly found or old ones brought to play. "It was a beautiful ride!" smiled one very wet rider. "I had all the mud I've ever wanted."

3 Money Firms Join Bike Assn.

Membership in the Motorcycle Scooter & Allied Trades association – representing the U.S. motorcycle industry – passed the half-century mark this month with the addition of three more companies.

MS&ATA President William E. Kennedy announced that Commerical Credit Corporation of Baltimore, Md., ILC Industries, Inc. of Dover, Del. and Midwest Mutual Insurance Co. of Des Moines, Iowa have joined the association. This brings the current membership total to an all-time high of 51.

The new members will represented at the MS&ATA Annual Meeting, scheduled to be held on February 5 at the Washington Hilton Hotel in the nation's capital.

Teaching Motorists Respect Bike Riders

The Motorcycle Safety Council working in cooperation with Universal Underwriters Insurance Company and the American Driver and Traffic Safety Educators Association has started a two-hour training course to promote the co-existence of the motorcycles and cars on the highway.

It was brought to the attention of those concerned that in a very high percentage of motorcycle/automobile accidents, the automobile was at fault. They have developed a 35mm film strip and a printed two-hour lecture that can be used in existing automobile driver training courses. The program points out to the car operator the six most common points of conflict in the traffic situation.

The course will soon be available to schools across the country at a cost of about a dollar. The materials have been prepared in such a way that the instructor won't need motorcycle experience. You can get the program by writing: Motorcycle Safety Council, Post Office Box 264, Gardena, California 90246.

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COOLEY'S COLUMN

By Wes Cooley

Plans are now being formulated for the 1969 Inter-Am Moto-Cross Series to be held in the United States and Canada. So far, the schedule consists of twelve events. In several of the events, the international riders will be split and half of them will participate in one event and the other half in another on the same date in various parts of the country. This is being done to help some of the smaller promoters who are unable to draw as large spectator crowds and therefore will not have to pay out such a large guarantee but will still be able to give people in the United States a chance to see true international moto-cross racing. We think this is a very good idea, especially in the less populated areas where the promoter does not have the potential to afford an expensive guaranteed event.

We have been told that this year there will be an added incentive for the top U.S. citizen rider. This "citizen" designation will eliminate European riders who have come to America to live and are participating in international events with either a U.S. or foreign license.

There is the possibility that the top U.S. rider will have the opportunity to go to Europe, expenses paid, to participate in some European moto-cross events. As this is confirmed and we receive more information, it will appear in this column.

Most of the promoters and riders who participated in last year's Inter-Am series were very enthusiastic. I think for the first time a greater amount of people in the United States were able to see true moto-cross racing than in the past and it should do a great deal to increase the popularity not only of moto-cross racing but of other forms of motorcycle competition events.

We are confident that if speedway racing receives as good reception as moto-cross has, this too will do a great deal to promote motorcycling, especially in the international aspect.

We understand this year there will be a new promoter at Whiteman Stadium, and the person doing the promotion is an ex-speedway racer and understands many of the problems facing the rider and spectator. We look forward to an excellent program, not only entertaining to the spectators but also more equitable to the riders participating in the events which should make for better racing in general.

Dear Ernie – I appreciated reading your open letter concerning my column. You did not offend me but pointed out a very definite oversight in my terminology which was probably in poor taste. I certainly was not referring to truly mentally retarded people, but rather to the implication given by certain groups of people in our society such as the Hells Angels, even though we are certainly aware they are not actually mentally retarded. The phrase was probably too loosely used, and I do thank you for calling my attention to it.

I personally am very much aware of the problems faced by this particular group of people, since my wife has donated a great deal of her personal time and efforts toward helping the mentally retarded in Orange County, California.

Clymer To Sell Minarelli Engines

On his recent visit to Germany and Italy, Floyd Clymer signed an agreement with two prominent Italian manufacturers to represent their lines in the United States and Canada.

One is a complete line of Minarelli engines, which will be marketed in the United States under the name of Clymer-Minarelli. The long-established Minarelli firm enjoys an excellent reputation throughout the world for production of high quality small engines for use in motorcycles, scooters and other powered light vehicles.

The 50cc, 4-speed unit power plant is especially suitable for minibikes. Many manufacturers of the ever increasing popular minibikes in the United States and Canada are interested in suitable small engines for their products.

Also, Clymer will distribute Tartarini telescopic forks, available in these sizes.

Clymer states that large shipments are now enroute by boat and by air freight.

SYMBOL for QUALITY

A WINNING TEAM!

Carlsbad Moto-Cross – 1/19/69
125cc Expert Class
1st Rick Vesco – Sachs

Dehesa Moto-Cross – 1/12/69
125cc Expert Class
1st John Fishburn – Sachs
2nd Rick Vesco – Sachs
3rd Dan Cary – Sachs

Sachs' new 1969 Enduros, K-100 and K-125GS, are successors to the famous Boondocker K-80GS, which won the greatest number of national events in the 1967-68 season. Whether your bag is trailing, racing, or general fun, check out the new '69 Sachs at your dealer.

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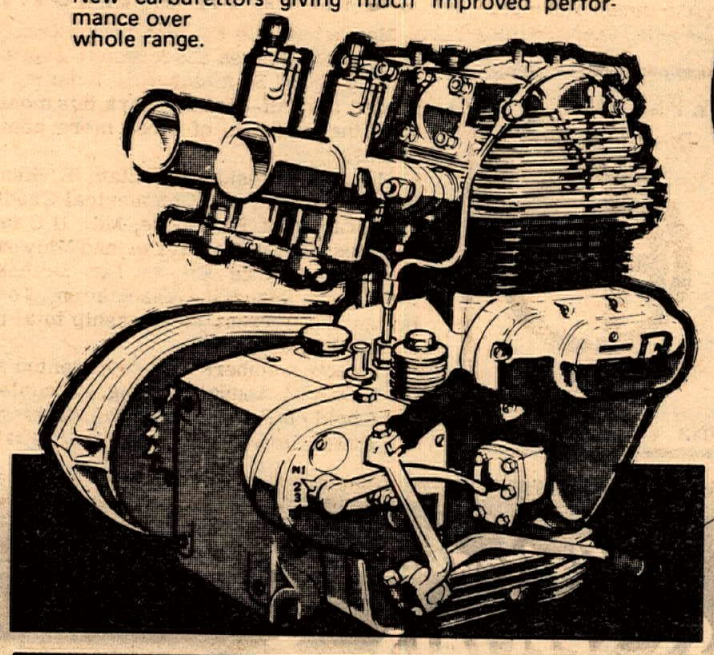

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COMPARE - Then You'll Choose ROYAL ENFIELD
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TECHNICAL DATA

Engine	O.H.V. vertical twin 4-stroke	Gear ratios:		Fuel-tank capacity	2¼ (Imperial) 2.7 (U.S.) gallons (10.23 litres)
Bore and stroke	2.8 x 3.66 in. (71 x 93 mm.)	Top	4.44 : 1	Oil-tank capacity	5 (Imperial) 6 (U.S.) pints (2.8 litres)
Capacity	43.8 cu. in. (736 c.c.)	Third	6.05 : 1	Headlamp	7 in. (17.80 cm.) dia. fully adjustable
Compression ratio	8.5 : 1	Second	8.19 : 1	Wheelbase	57 in. (144.8 cm.)
Carburettors	Twin Amal Concentric	First	12.4 : 1	Saddle height	30.5 in. (78 cm.)
Ignition	12v. coil capacitor ignition with automatic advance	Tyre sizes	3.50 x 19 in.—front 4.00 x 18 in.—rear	Ground clearance	6 in. (15.25 cm.)
Primary-drive chain	⅜ in. duplex	Brakes	7 in. (17.80 cm.) dia front and rear	Weight	426 lb. (193.7 kg.)
Final-drive chain	⅜ in. pitch				
Lubrication	Pressure dry sump				

ANNOUNCEMENT

We have appointed Floyd Clymer Motorcycle Division of 222 N. Virgil Ave., Los Angeles, California, as Royal Enfield Distributors for the States West of the Mississippi River. Mr. Clymer's Motorcycle Division will take over the States previously handled by Cooper Motors of California. Mr. Cooper's Royal Enfield parts have been purchased by Enfield Precision Engineers Ltd. and will be transferred to the Clymer Division, hence there will be no interruption in service for Enfield dealers and owners.

We wish to thank Mr. Cooper, who has been with us many years and who has made many fine contributions and suggestions for the improvement of our products for sale in the American market.

Mr. Cooper's desire to develop his growing business in moto-cross and scrambler motorcycles was responsible for this change and for this decision on his part we can not fault him. We wish him the best of luck in the particular cycle field that he feels most interested in.

This new arrangement will in no way affect the operations of our fine three Eastern Distributors — Gene Shillingford of Philadelphia, Joe Schotthoefer of Detroit (Shores Motors) and Sam Avellino of Boston, — who will continue to deal directly with us.

We also wish to thank our many loyal Royal Enfield dealers, both East and West, for their best efforts, support and cooperation.

Our 1969 (Stage 11) models have been greatly improved and are available for distribution by our three Eastern Distributors and our new Distributor in the West. Our 1969 model program will be a fine one and, with renewed efforts and a much larger advertising budget than we have ever had before, we shall help them to increase their sales. We also wish to thank the thousands of loyal Royal Enfield owners who have, over the years, by purchase of our products, shown their confidence in us, our Distributors and our Dealers.

HARRY NIGHTINGALE
Managing Director
Enfield Precision Engineers Ltd.
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1635 W. Huntington Park, Philadelphia, Pa.

District 36 Assn. Of Clubs Formed

SAN RAFAEL, Cal., Dec. 19 – Only six clubs showed up for the meeting that spawned the new District 36 Motorcycle Association , a group trying to persuade with a united voice.

Their persuasion will be directed at parks and recreation and state officials involved with giving OKs on public land for bike use.

They have the ear of James E. Warren, chief of planning and development for the State.

The new association is asking that new parks be opened on a county-control basis, rather than the present State-control system. The latter provides just two parks for bikes – Point Mugu, north of Los Angeles, and Henry Coe, south of San Francisco.

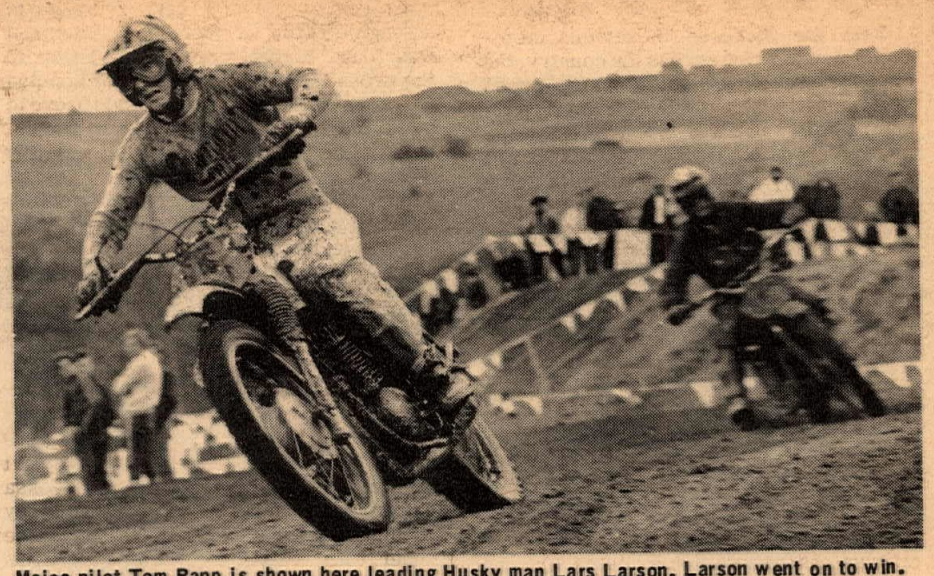
They want the State to tell the counties to free land now used by water and utility companies, leased by businesses, or now owned by the State; this land to be converted to recreational riding and training areas.

They want 2000 acres of such land in every county, rotated each year to minimize erosion and sustain the protection of wildlife; and they're also going to ask that trails be created throughout each county for touring and trail-riding groups.

Maintenance will be done by the recreation department, under the new association's proposed scheme, and sanitary facilities provided.

Mighty Mike Lane, noted road-racer, went moto-crossing and picked up a first in the 250cc Junior class.

Road Racer Goes Moto-Cross, Wins



Maico pilot Tom Rapp is shown here leading Husky man Lars Larson. Larson went on to win.

CARLSBAD, Cal., Jan. 19 – When a deluge of rain hit the Carlsbad area this morning, the morning of the scheduled AMA-sanctioned moto-cross, the Brushbarons M.C. decided to call the race off. A road race had also been scheduled, by the CMC, and it was also cancelled.

But many moto-cross riders showed at the track entrance that morning. It was decided that if they wanted to ride, the CMC would have a moto-cross for the riders who showed.

The Brushbarons will try to get a moto-cross sanction for March 9. The few road racers who showed were allowed to practice throughout the day.

Little 12-year-old Marty Tripes whipped his little 100 Penton around the Carlsbad circuit to snatch well-earned first place honors in the 125cc junior class. Bruce Baron and Jim Rubic, both Penton 125 mounted, grabbed second and third even with shifting problems throughout the three-moto race program. Rick Vesco showed the way in the 125 senior class aboard his Vesco-Sachs special with three wins.

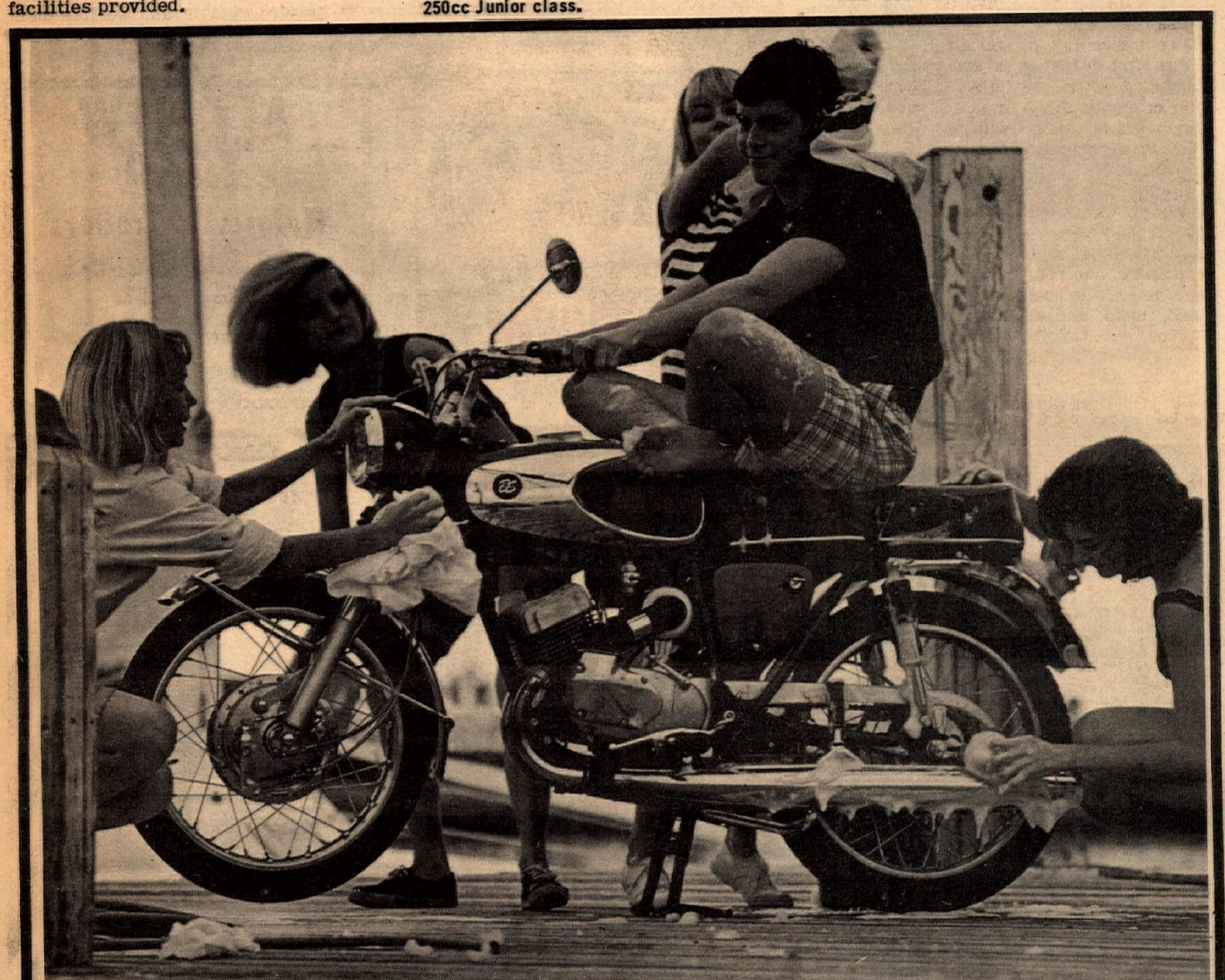
Mike Lane, who came down for the cancelled road race, pulled out his Yamaha DT-1 and proceeded to win the 250 Jr. division. Lane and fellow Yamaha-rider Mark Blackwell put on a good show with their dicing back and forth throughout the muddy three motos.

Lars Larson brought out his Huskys for a bout in the modified terrain, and paddled his way to first in both the 250 Expert and the 500 Exper classes.

Tom Rapp was the only rider in the 500 Expert who could give Lars a run for his money, and in fact led the Swedish star rider several times throughout the day. Rapp is a Junior rider, but had decided to ride Expert this time for a little excitement.

(Results on page 16)

Penton flyer Bruce Baron is closely followed by eventual winner Marty Tripes in the 125 Junior race.



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And you expect unique design features from Bridgestone—like dual rotary valves, dual carburetors, oil injection and hard chrome cylinder bores. The 175 Dual Twin has 'em all. And more. In fact, when we introduced it, the 175 Dual Twin was hailed by a leading cycle magazine as a "breakthrough in motorcycle design."

But here is the big plus, the fringe benefit: parts and maintenance service. Only Bridgestone gives its dealers overnight delivery on repair and maintenance parts from 26 warehouses located across the width and breadth of the United States. That means when you want service, you *get* service—not excuses—and you get it NOW!

Whether you are an old hand at motorcycling or considering your first machine, check the power, performance—and the fringe benefits—you get with the 175 Dual Twin. It's at your dealer's now, along with 5 other great models from 50 to 350cc. See them today, or send coupon for information and name of nearest dealer.

Specs in brief:
Engine: Dual Rotary Valve, 2-stroke with oil injection.
Horsepower: 20 HP at 8000 RPM.
Transmission: Selective 4 speed rotary or 5 speed return change.

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Built For Serious Moto-Cross

By Cycle News Staff

With the increase in serious moto-cross competition across the country, the cry for seriously set-up moto-cross equipment is being felt by many distributors of competition motorcycles. Ossa motorcycles of Spain have come up with a 250 moto-cross racer for '69 with some desirable additions to fill the competitors' needs.

Outside appearance finds detail striping on the red and gray fiberglass seat-tank combination that adds to the overall look of the 250.

Now we get to the what-makes-it-go material. Ossa has incorporated an electronic ignition system that appears to be problem free; we wouldn't suggest holding the plug wire and kicking it over, it puts out 40,000 volts. The IRZ 32mm double needle carburetor gives the 250 all needle bearing engine all the atmosphere it needs without having to re-jet for altitude change as often as other makes.

With a bore of 74mm and stroke of 60mm the total engine displacement comes out at 244 cubic centimeters, with an engine rating of over 30 hp. The Ossa was found to get more usable power to the ground than some of the other popular 250's on the market; this should prove to be a deciding factor in future races.

It pulled strong from down low on the revs all the way up through the entire range. Mid-range power is exceptionally good.

We managed to run the Ossa 250 off against some of the popular 360's in an out-and-out drag race and were delightfully surprised to find it would pull right along with them. In fact it pulled away from several of the big bikes in a fifty-yard drag in the dirt in three consecutive runs. Not bad.

Wheelbase is about 55 inches, and the bike seems to handle well in open desert and on the moto-cross circuit. The Ossa is also an excellent slider; no tendency to high-side or drop out from under the rider. This fact alone would be a reason for it's success on local TT scrambles tracks of late.

Telesco front forks with seven inches of travel are used with three different spring rates available. We had the softest set on our test bike; with a 150-pound rider aboard they seemed a little spongy.

Rear suspension is handled by the five-way adjustable Telesco rear shocks that are also available with three different spring rates. These shocks can be rebuilt with a $5 kit available through Ossa dealers.

An interesting feature found on the Ossa dirt bikes is a shock absorbing sprocket on the engine side. The spring and cam actuating unit will absorb shock coming off a jump with the power on, thus saving the transmission from possible damage.

Included in the base price of $815 are a variety of options – including a 19" or 21" front wheel, high or low front fender, and a high or low tuned pipe. Along with the above, one rear and one front sprocket is supplied with extra jets for the IRZ, tools, and an instruction manual.

For you tech boys the transmission gear ratios are as follows; first, 244:1; second, 164:1; third, 122:1, fourth, 1:1. This proved to be an excellent ratio for moto-cross with the power range that the 250 develops. The 2-3/4 gallon tank should handle all moto-cross events with ease, and all but the longest of desert runs.

The handling department was good, but could have been better if this test rider would have had the correct spring rates on the test machine for both front and rear units. Rider position is good, but handlebars can play a big role in this department and we had to change the ones supplied to fill our needs. The bars supplied were not the stock item, but a set used by an employee of Yankee Motorcycles. Footpegs were of the folding, springloaded variety and we like them. The Pirelli Moto-cross rubber supplied worked as well as any.

Dick Mann, National #2, is involved in development on the Spanish Ossa and is also their top rider.

Desert Endo

By Nick G. Raino

Whirring wind, pounding wheels,
Front-end high, light and handling,
Greaser bushes, just a blurr.

A jagged jump, a sudden drop,
a tighter turn, all crossed-up!

Weightlessness – wondorous
and weird!
The ground comes up,
tuck and roll.
A piercing pain, will it stop?

Dust and noise, the shaking roar,
all pass by, close and far.

Patch 'em up, clean and tight.
Next week, another fright.

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He Always Liked Bikes Best

Smothers and friends took a half-dozen 360 Montesas for a day of fun and filming... and he gets paid for it, too. The scenes were shot for the February 2 show, 9 p.m.

Dickie Smothers, the smarter half of the singing sibling rivalry that comes over your tv screen at 9 p.m. every Sunday night, has a "thing" for motorcycles. He owns three of them: a BSA triple, a Yamaha DT-1 for the dirt and a BMW with a Steib sidecar.

Here we see him trying out a new Montesa street scrambler while filming an episode for an upcoming Smothers Brothers Comedy Hour. Smothers was accompanied by his friends Dan Gurney, Swede Savage, Parnelli Jones and Richie Ginther – all car racers and cycle enthusiasts, like himself. The Montesas were lent for the occasion by Montesa Motors, Inc., the U.S. distributor. And you know what? That Smothers brother can really ride!

A conservative, but very skilled dirt rider, Dick Smothers enjoyed the rolling Dana Point, Calif. hills where segment for his comedy show was filmed.

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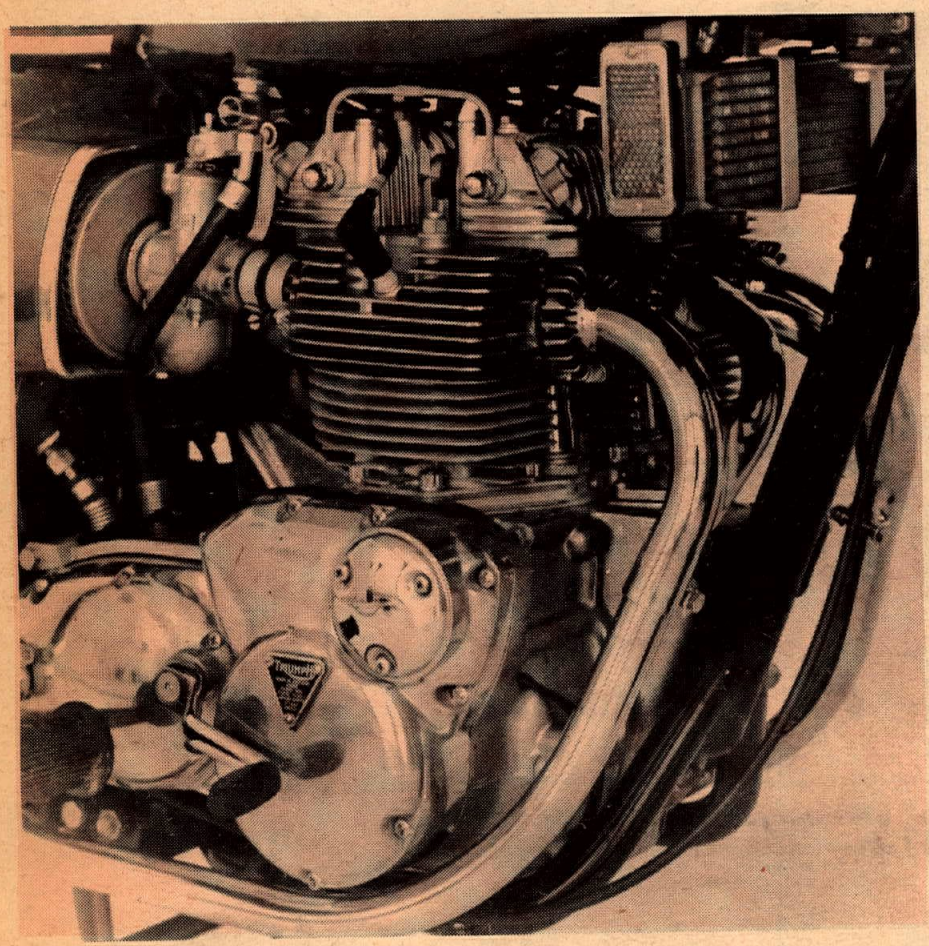


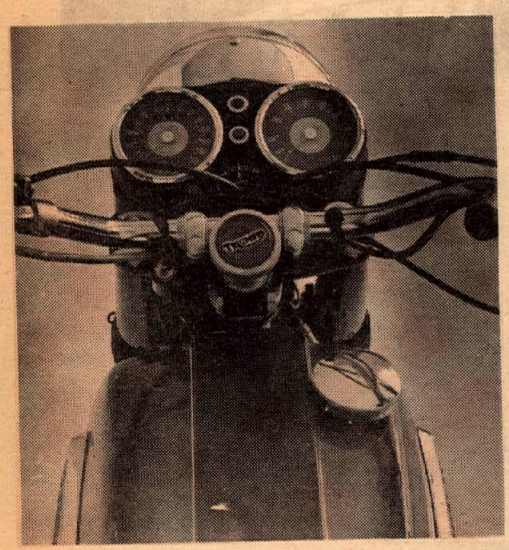
Just imagine the fastest, ruggedest Triumph you've ever ridden. Then add another cylinder and carb. Pow! That's the new Triumph Triple — over 60 BHP of creamy smooth lightning. An astonishing breakthrough in motorcycle design that resulted in a three cylinder 750 cc machine that can cruise along all day at speeds that make other bikes' eyes bulge.

Imagine forgetting about that old vibration massage once and for all.

Imagine sauntering up behind a high balling tractor trailer, then steaming past like he threw it into reverse.

Imagine a machine this powerful, and still with the same amazing lightness and agility that brands all Triumphs.

Then imagine not riding one. It'll tear you up.



ENGINE: 45 cu. ins. (750 cc) three transverse vertical cylinders. Alloy cylinder head with pushrod operated overhead valves fitted into Hemi combustion chambers and three 27 mm. AMAL concentric carburetors, with unitized air filter.

GEARBOX: Four speeds built in unit with engine. Shafts and gears of hardened nickel chrome steel. Single plate diaphragm clutch...engineered to withstand the abuse of 100 Horsepower.

EXHAUST: Three exhaust ports, middle port split into outer ports by means of new chrome plated manifold. Dyno tuned for maximum torque and performance.

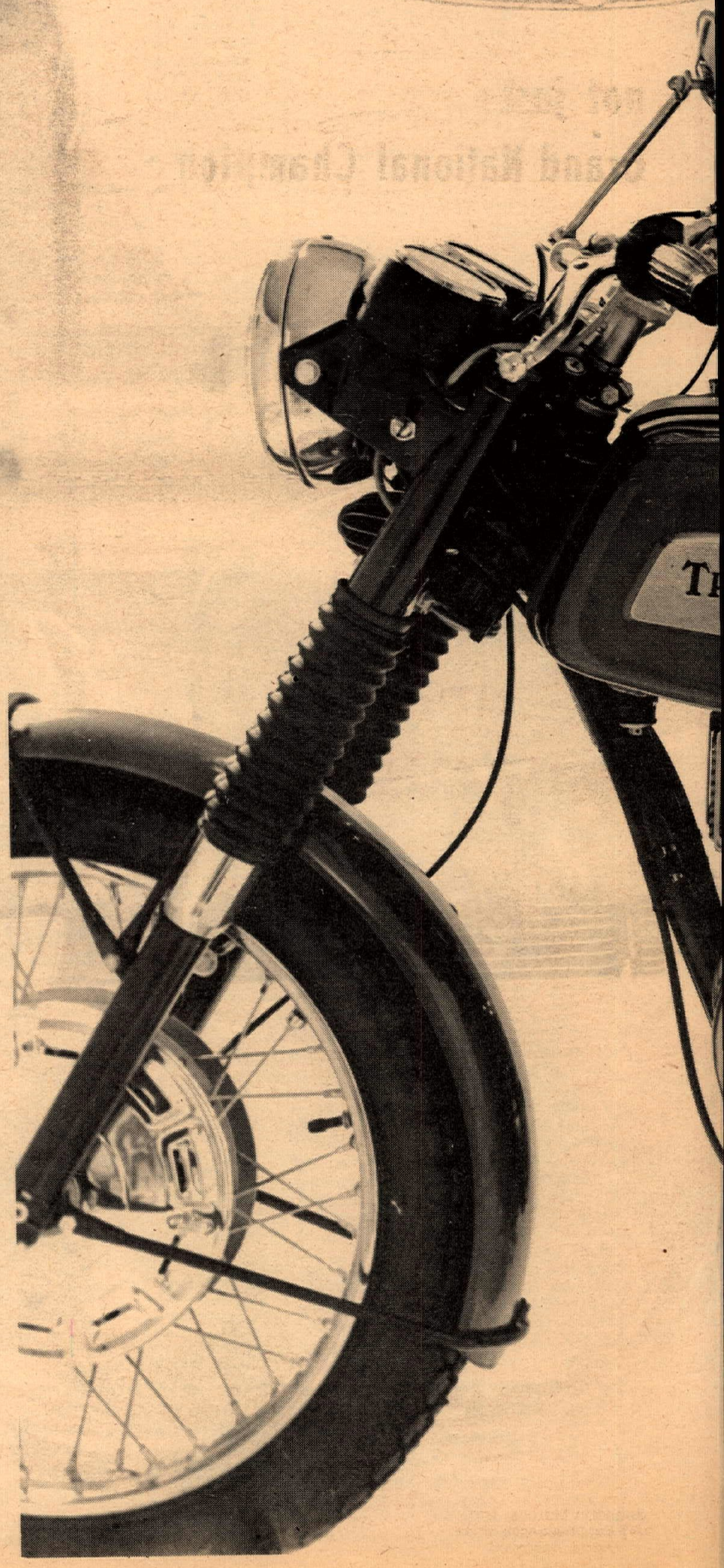
FRAME: Brazed cradle type frame with large diameter down-tube and duplex bottom rails. Center and side stands.

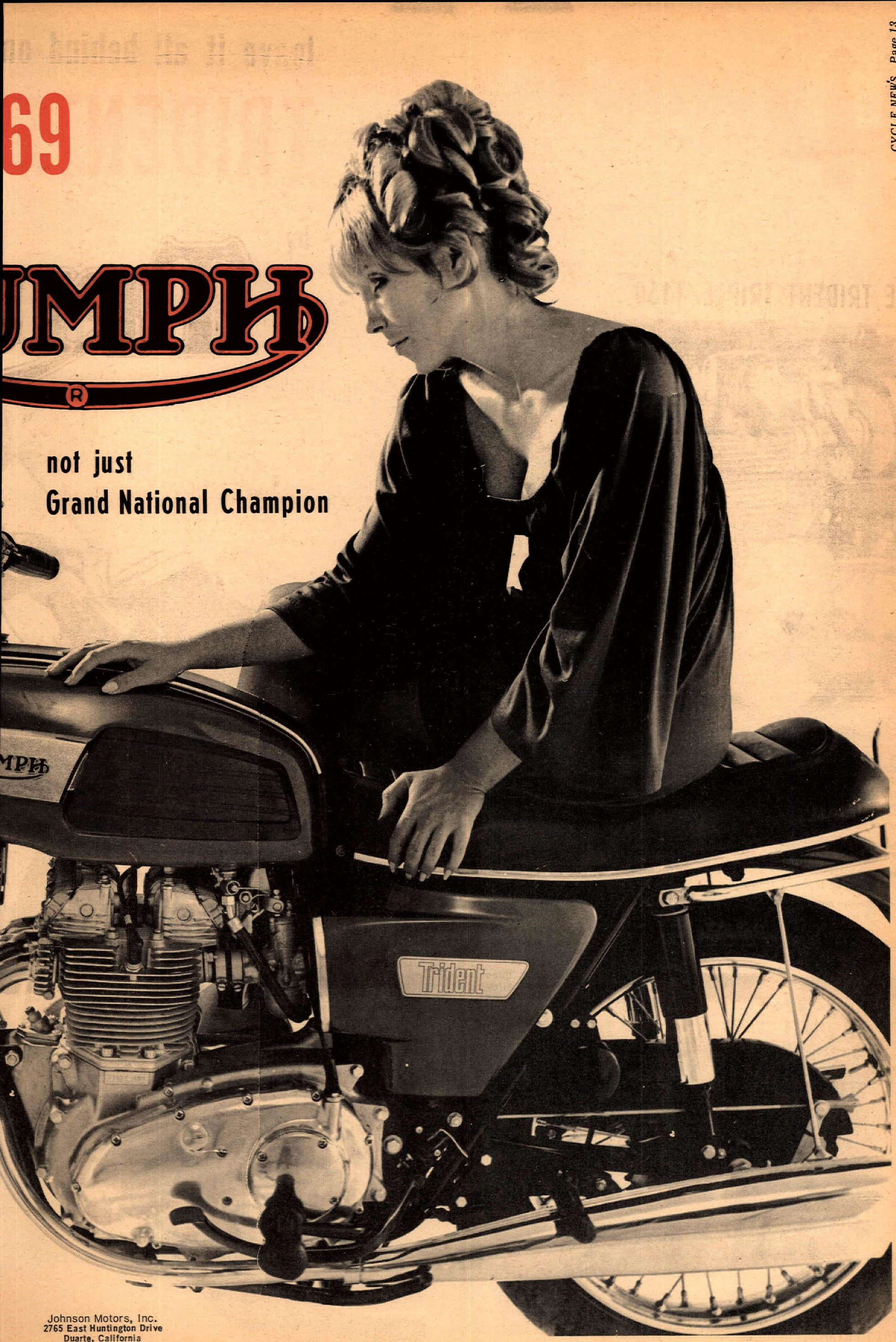
FORKS: Telescopic hydraulic type front with internal shuttle valve.

BRAKES: 8" diameter twin leading shoe front brake with cooling scoops. 7" diameter rear brake.

ELECTRICAL EQUIPMENT: 12 volt battery and coil ignition system. Electrical output regulated by Zener Diode voltage control.

OTHER DETAILS: Illuminated 10,000 rpm tachometer and 150 mph speedometer with odometer.





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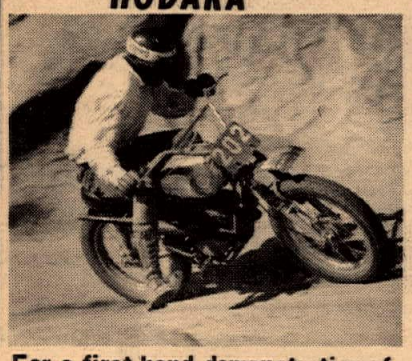
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The Drag Race Scene

By Dan Zeman

I haven't received word yet from AHRA on why the gates of the Winternationals were closed on motorcycles, but I have received word indirectly, from Beeline Dragway.

Matt Glover, a resident of Tempe, Arizona, and a writer for Cycle News, wrote in with this information: Jan. 16, he phoned Jim Rogers at his home (Jim manages Beeline Dragway) and asked him if he would verify the fact the bikes were not running. He said "Yes, that is true". When asked if there was any particular reason, Jim replied, without any hesitation, that they have trouble with them. They fight amongst themselves, and most important, the motorcycle manufacturers do not support the event. Matt went on to say that local bikes run at Beeline Dragway regularly, and therefore, there is apparently no clash of personalities on the local scene.

Well, now you have it. I will still publish the answer I get from AHRA; and when everybody gets it out of their systems, I hope we can put our heads together and work something out so the gates will always be open to the bikes.

Getting Yourself Down To The Staging Area

For those of you interested in drag racing, but who have never taken that first step to get to the local strip because you think there are too many hassles (or, in other words, you just don't know what to do) let me explain what you will go through to get to the staging area.

Let's say you have a stock factory machine. If so, you shouldn't have any sweat passing inspection. But a good thing to do before leaving home is to check your bike over yourself. (You can do this with a wrench). Make sure all the nuts and bolts are tight. If something falls off during a run it can not only be embarrassing, but it can also be a danger to yourself or someone else.

While still at home, make sure you have a heavy jacket, crash helmet, goggles or face shield and gloves. As for footwear, you must have boots or lace up shoes. Tennis shoes are O.K. Now that you have all these things on, you can jump on your machine and head for the local drag strip.

At some strips you can get your entry card at the entrance. If not, ask the man selling tickets and he will send you in the right direction. When you purchase your $1 entry form, you will also have to buy a $1 pit pass. The pit pass is also your insurance. If at any time you get hurt, on or off your machine, the strip will see to it that you get the proper attention. They will even give you a free ride in the ambulance if you need it. Now that you have your entry card filled out and your pit pass on, you can start looking for the motorcycle Pit Director. Any of the strip personnel or the Special Police Officers can tell you how to accomplish that. Once you've found the Director, he will take your entry card and make an inspection of your machine. After this is done, he will issue you a number, and will put your bike in a class along with other bikes of the same, or near the same displacement. If you have any questions to ask, this is the time to do so.

You will be allowed several practice runs and that will give you a little time to get used to things.

The first run is the hardest. You will feel a little nervous and tense as you ride into the staging area. After you've staged, this condition will get a little worse, but not for long. The green light will come on and you will be busy riding down the strip. After a few runs, that nervousness sort of leaves and you get used to things. You don't seem to notice all those eyes staring at you anymore and you're all ready for the eliminations.

The director will match you up with another rider. From here on, I don't think I have to say much. Just – Good Luck! And remember, win or lose, it's one hell of a lot of fun.

For those of you who want to run in the Modified or Gas class, your best bet would be to take a trip to the drag strip beforehand and get some ideas and information.

I don't think I have to say much for the Fuel burners. Most of them have worked their way up through the divisions.

Remember, you female riders are always welcome, and the Pit Directors usually go WAY out of their way to help you gals.

One last thing. The age limit at most strips is 16, and you must have a valid driver's license. Check with your local drag strip for the ruling on the age limit, as this tends to vary from strip to strip.

Steve Rowles Dies

I received word today that Steve Rowles was killed in action on Jan. 17 in Vietnam.

Steve, as most of you know, was the young man who set many records in 1967 on his Suzuki X6 Street Bike. In the following year, he built a 250 Gas machine and set many more records.

When he went into the Army about a year ago, his brother Vince took over his machine. Steve will be greatly missed.

MEET THE DRAGGER

Jack Murphy Isn't Really Old and Dirty

By Betty Nichols

If you see someone out on the drag strips in a sweat-shirt with "Dirty Old Man" written across the back, you'll know this has to be Jack Murphy. It has become his "trade mark", so to speak.

I honestly believe that Jack Murphy has acquired his unorthodox nickname of the "Dirty Old Man" under false pretenses. In appearance, he is certainly not "old" nor by any means "dirty". So all I could do was surmise that he must make some bad moves in the ways of drag racing. It turns out that he has been in the habit of putting his opponents down so often that it seemed like a dirty trick, and so goes the name.

Jack Murphy is a native Californian, and mighty proud of it. He hails from Maywood, (a suburb of Los Angeles) but has made his home in Azusa for the past fourteen years.

Here are a few pertinent facts: His wife's name is Rosemary and they have 5 children. The oldest, Linda is 22 and is an airline hostess. Terry, 21 is married and she has a daughter, Lisa, 2-1/2. Next is Adele. She's 20, married, with one daughter, Tracy, 2-1/2. Then there are the two boys at home. Mike, 19, and Pat, 15.

Jack is 47 and has been riding motorcycles off and on for the past 31 years. He has been competing in the drag races at Lions, Irwindale and some of the national events for about three years now, so he's had lots of experience. Before he tried his hand at drag racing, he did a little stock car racing, in the early '58s.

Jack is very serious about drag racing and you can be sure that he keeps his beautiful Suzuki in tip-top running condition. He does all his own mechanical work.

Jack is a hardwood floor layer and finisher by trade, but he forgets all about that on the weekends when he's out at the drag strips. He has only one thought at that time – to take anything and everything in his class and division.

Photo by Dan Zeman

Jack Murphy

Don McLeod

Mark Williams

Pacific Northwest On The Line In '69

By J.K. Lacey
Photos by Abramson and Clay

The Pacific Northwest area of Washington-Oregon, the hot-bed of Class C TT racing in the United States, will once again boast of several Expert riders who in 1969 should once again lead the nation in the twist and turn department. National Numbers all, each is truly an aggressive competitor, each capable of the 'big' win.

First, and highest ranking Expert for the '68 season in national TT points, is Sonny Burres, National Number 69. From Portland, Oregon, this is the third straight year that this 33-year-old, seven-year Expert has held this nation-wide title aboard Triumph; Burres says this year is his year to go hard with his number. It will be Burres' last racing year.

A new National Number comes to Oregon, 70, and goes to the young 20-year-old second-year Expert Mark Williams. Williams and his Triumph will be the rider to beat in the Northwest this season; he gave warning of things to come when he mixed it up with, and often beat, the Californians, when they journeyed into his area. Watch this new National Number, the 'Kid' from Cottage Grove, Oregon.

Washington will again have their favorite, National Number 80, the popular Emil Ahola from Tacoma. Emil's ride for 1969 will be Harley-Davidson, having switched in mid-season '68 from Norton; we predict good things for Emil in his next season. Another well-known Washington rider, Don McLeod, also from Tacoma, will carry the National Number 83 for the first time. Don was sidelined much of the '68 season with a leg problem but we hope all is well now and we see much of him in '69. McLeod and Ahola will be team-mates, both on Harleys.

Back in Oregon again will be seen the gentle National Number 14, belonging to the Portland stevedore, Gary Davis. Triumph-mounted, Gary is always a crowd favorite, soft spoken, but dead serious when the race is on. None try harder than Gary Davis.

Sonny Burres

From Milwaukiee, Oregon, again on Triumph, we have National Number 97, Dick Jagow. Thirty-year-old Jagow, father of four, is possibly the best all-around rider Oregon has, adept at cross-country racing, excellent at Moto-Cross, and strong at the TT.

It's back to Washington for the last of the Northwest National Numbers. From Kennewick, National Number 91, Rolland Hall, injured in mid-'67, might return this year aboard Triumph. Vancouver's National Number 67, Glen Adams, is no more. Oh, Glens' still around, says he's willing to race, but is undecided. The number 67 will not be seen in this area. It has been taken and awarded elsewhere.

These are the National Number hopefuls from the Pacific Northwest, each with potential, each ready and waiting for the 1969 season.

Aggie Gives Up Gall

Noted race promoter J.C. Agajanian is recovering from a gall bladder removal at Daniel Freeman Hospital at 333 N. Prairie in Inglewood, Calif.

AFM to set up Moto-Cross, Road Race Prize Fund

NORTH HOLLYWOOD, Cal., Jan. 13 – A national road-racing and motocross fund will be set up by the American Federation of Motorcyclists this year. The money will come from entry fees – $1.50 from road-racing national points meets, $1 from moto-cross national points meets.

Based on the number of riders expected, this fund would add up to $2700 for road-racers, $1800 for moto-cross.

Based on these figures, the national points winners would receive $1050 and $720, respectively.

National classes for moto-cross will be Senior 125, 250 and 500cc; national road-racing classes will be 101-175, 250, 350 and 351-1000cc, plus 250-1300cc sidecar.

Sidecar road-racing will have a separate system.

This point fund will be extra; the usual prize money will be paid at every AFM points meeting. The minimum purse at an AFM points road races will be $750. Tom Finlay, AFM secretary, said $1000 will be paid whenever possible.

In 1969 road racing licenses will be issued on a Junior and Senior basis, as in moto-cross. Only Seniors will be allowed to compete in the four solo championship classes at a points or professional meet. All new riders, and those with 1968 Production licenses, will be Juniors. They can make Senior by July if they pick up 24 points. Last year's top points winner was Pete Giordanengo in the 125cc class, with 94.

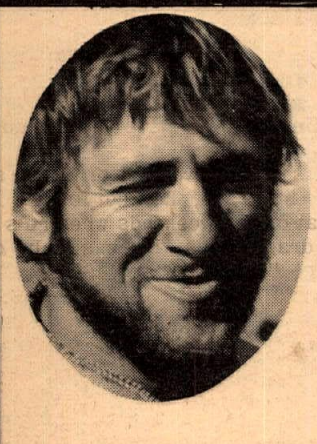
Finlay reports that AFM by-law changes, announced at the Jan. 12 meeting will allow the offices to be moved to Los Angeles County, and people will be hired for publicity and bookkeeping.

He urged members to vote on the proposals. "But for those who don't like to write," he added, "we will assume that no answer is an affirmative vote."

(Road Racing Point Standings '68 page 16)

REPEAT PERFORMANCE

Husqvarna Shows the Way



DESERT WINNER

San Gabriel Valley M.C.
European Scrambles
1/19/69
250 Am/Ex. Class
1st J.N. Roberts – Husky
2nd Gary Conrad – Husky
3rd Tom Muto – Husky
500 – Open Am/Ex. Class
1st J.N. Roberts – Husky
2nd George Walker – Husky
3rd James Martino – Husky
4th Lynn Fortner – Husky

MOTO-CROSS WINNER

Carlsbad Moto-Cross
1/19/69
250 Expert Class
1st Lars Larsson – Husky
3rd Jim Bentley – Husky

500 Expert Class
1st Lars Larsson – Husky
3rd Gene Fetty – Husky

HUSQVARNA FIRST OVERALL

Placing 1st - 2nd - 3rd - 4th - 5th Overall

Borrego 100 - 1/19/69

1st Bill Silverthorn - Husky

YOU CAN BE SURE WITH A HUSKY

RESULTS

FAR WEST 4-HR. ENDURANCE

By Thomas Dilling

0-125 CLASS		
Jim & Randy Fields	Hon	26 laps
Dirk Lanning, Dave Thrun	Hon	26
Elaine Kerrigan(solo)	Hon	24
Billy Huett (solo)	Hon	22
Steve Partain, Larry Johnson	Hon	—
Robert Carter, Shawn Christie	Hon	—
Jim Price (solo)	Hon	—
Ron Matson, Jim Sever	Hod	—
126-250 CLASS		
Brian Lee, Bill Hunter	Yam	47
Slim Jockla, Ross Kuhnle	Gre	46
Gary Howard, Cliff Brower	Yam	44
Ray Crivello, Tom Dilling	Bul	42
Darrell White, Don Price	Yam	41
Tim Jacobson, Dave Jackson	Yam	34
Bill Christenson, Al Aagard	Hon	33
251-OPEN CLASS		
Ed Nielsen, Nolan Hunter	Hus	48
Vern Morrison, Gordon Kuhnle	Hus	40
John Pezzoli, Dennis Palmer	BSA	35
Jay Stradley, Whitie Marx	Hus	33
Gary Miller, Terry Wolf	Hon	28
Jerry Slates, Steve Scheffler	Hon	27
Randy Turnbull, Glenn Corner	Hon	26

TRINITY TRAILSTERS MUD SCRAMBLES
Willow Creek, Cal.
Sun., Jan. 19, 1969

By Tom Dilling

0-100 JUNIOR	
Elaine Kerrigan	Hon
Randy Fields	Hon
0-100	
Billy Law	Pen
Joe Tomich	Pen
Dave Luzzi	Hod
Chuck Gay	Hod
250-B	
Rich Lampe	Gre
Bill Hunter	Yam
Bill Christensen	Hon
250-A	
Gary Howard	Yam
Brian Lee	Yam
Ben Cringle	Yam
250-OPEN	
Richard Miller	Mai
John Morrison	Mai
Jay Stradley	Hus

COLTON HARE SCRAMBLES
Colton, Ore.
Sun., Jan. 12, 1969

By Robert Schwarz

WINNER	
Clarence Potts	Gre
250 CLASS	
Gib Wright	Yam
Verne Thorne	Hon
OPEN	
Nandor Pinter	Tri
Terry Hulbert	Gre

A.M.R.A. TT
Manzanita Speedway
Phoenix, Arizona
Sun., Jan. 12, 1969

By Matt Glover

125 NOVICE	
1. D. Shuman	Kaw
2. John P. Hill	Hon
3. Dale Boggs	Hon
4. Ronnie Dorsey	Yam
250 NOVICE	
1. Ken Blatter	Yam
2. Ray Brown	Bul
3. Keith Bowser	Duc
4. Pat Hayes	Bul
5. Roger Ross	Duc
6. Pete Wouters	Yam
7. Bruce Marble	Yam
8. Curt Vail	Yam
9. Nile Downer	Yam
250 AMATEUR	
1. Paul Niemi	Bul
2. Jim Morgan	Yam
3. Dale Sturdevan	Yam
4. Harold Beard	Yam
5. Butch Beard	Yam
6. Larry Minton	Hus
7. Mike Cameron	Yam
250 EXPERT	
1. Jim Halford	Yam
2. Byron Boaz	Yam
3. Tom Halford	Bul
4. Day Isley	Yam
OPEN NOVICE	
1. David Ford	Tri
2. Jim Edwards	Tri
3. Ray Gilbert	Tri
4. Dan Gerba	BSA
5. Ed Perret	BSA
6. Larry Bruner	Nor
OPEN AMATEUR	
1. Carl Kobell	Tri
2. Dan Tointon	BSA
3. Harold Warthen	Tri
4. David Ford	Tri
OPEN EXPERT	
1. Byron Boaz	BSA
2. Sil Modesti	Nor
3. John Sellers	Tri
4. Ken Lapp	BSA

CARLSBAD MOTO-CROSS
Sun., Jan. 19, 1968

125cc JUNIOR	
1. M. Tripes	Pen
2. B. Baron	Pen
3. J. Rubcic	Pen
4. M. Lane	Sac
5. J. Davis	Bri
6. S. Randle	Kaw
7. T. Opsahl	Hon
8. P. Patton	Pen
9. P. Sumner	Sac
10. W. Clucas	Pen
125cc JUNIOR	
1. M. Lane	Yam
2. M. Blackwell	Yam
3. C. Iverson	Hus
4. K.C. Smith	Yam
5. M. Culwell	Hus
6. H. Esswein	Hus
7. D. Rapp	Hus
8. G. Hovanec	Hus
9. S. Henson	Yam
10. J. Dee	—
500cc JUNIOR	
1. O. Hutchinson	Mai
2. D. Mardon	Hus
3. R. Flaming	Mai
4. J. Moye	Hus
5. B. Traver	Mon
125cc EXPERT	
1. R. Vesco	Sac
2. F. Fischer	Hod
3. C. Henderson	Hod
4. D. Emde	Sac
5. D. Burnett	Bul
250cc EXPERT	
1. L. Larsson	Hus
2. V. Hannan	Suz
3. J. Bentley	Hus
4. J. Mathel	Oss
5. D. Teeters	Bul
6. B. Maynard	Yam/Met
500cc EXPERT	
1. L. Larsson	Hus
2. T. Rapp	Mai
3. G. Fetty	Hus
4. S. King	Mai
5. H. Backer	C-Z
6. M. Fox	Mai
7. K. Renick	Hus

RECEIPTS:	Entry Fees	Bond Forfeitures	Promoter Payments	Post Entry Fees	Total
Houston ST	435.00	45.00	60.00	100.00	640.00
Daytona 200 Mile	600.00	130.00	122.50	600.00	1452.50
Atlanta 7 Mile	--	--	--	--	--
Richmond 13 Mile	255.00	45.00	50.00	100.00	450.00
Reading 12 Mile	205.00	50.00	55.00	225.00	535.00
Livonia 5 Mile	220.00	60.00	45.00	425.00	750.00
Louisville 15 Mile	345.00	70.00	60.00	275.00	750.00
Loudon 100 Mile	205.00	90.00	61.50	275.00	631.50
Heidelberg Miniature	200.00	25.00	50.00	125.00	400.00
Columbus 10 Mile	285.00	65.00	60.00	325.00	735.00
Portland 20 Mile	265.00	75.00	80.00	225.00	645.00
Castle Rock 30 Lap TT	330.00	85.00	63.00	325.00	803.00
Gardena 50 Lap TT	155.00	65.00	75.00	350.00	645.00
Santa Rosa	245.00	35.00	60.00	425.00	765.00
Indianapolis 110 Mile	170.00	30.00	52.00	350.00	602.00
Lincoln 25 Lap TT	245.00	45.00	50.00	275.00	615.00
Santa Fe ST	380.00	30.00	45.00	300.00	755.00
Peoria 20 Lap TT	200.00	40.00	70.00	375.00	685.00
St. Josephs 15 Mile	85.00	55.00	70.00	200.00	410.00
San Jose 14 Mile	140.00	25.00	60.00	350.00	575.00
Salinas 11 Mile	190.00	15.00	60.00	325.00	590.00
Sacramento 25 Mile	325.00	--	100.00	--	425.00
Oklahoma City 9 Mile	175.00	15.00	50.00	325.00	565.00
Gardena 8 Mile	195.00	70.00	60.00	175.00	500.00
	$5850.00	$1165.00	$1459.00	$6450.00	$14924.00
1/1/68 Fund Balance					76.71
				Available for Distribution 12/12/68	$15000.71

DISTRIBUTION:

Gary Nixon 1st 10%		1500.00	$3450.49
1950.49	622 Points		
Fred Nix	613		1922.29
Cal Rayborn	556		1743.54
Bart Markel	519		1627.52
Mert Lawwill	465		1458.19
Dan Haaby	431		1351.57
Eugene Romero	355		1113.25
Dick Mann	292		915.69
Charles Palmgren	288		903.15
Buddy Elmore	164		514.31
	4305 Points		$15000.

Ever wonder where the National Rider Point Fund money comes from that goes to the AMA pros? And how much they get? Here is a breakdown of AMA receipts and disbursements to Gary Nixon, Fred Nix, Cal Rayborn and the rest. All $15,000 of it, except for the 71 cents carried over into '69. These figures, added to the purses won at individual races, contribute to the improving incomes of motorcycle racing's top athletes.

DESERT HEAVYWEIGHT 1968 POINT STANDINGS

New	Old	Name	Pts.	Cl.
1.	7	Mike Patrick	2090	Exp
2.	27	Steve Kirk	1675	Exp
3.	13	Al Baker	1455	Exp
4.	3	Jack Byers	1425	Exp
5.	95	Steve Staats	1305	Exp
6.	21	Bill Hutton	1282	Exp
7.	2	J.N. Roberts	1255	Exp
8.	6	Ron Fry	1246	Exp
9.	22	Doyle Fields	1200	Exp
10.	714	Steve Holladay	1189	Exp
11.	5	James Martino	1110	Exp
12.	143	Paul E. Greenwood	1055	Exp
13.	506	Lynn Fortner	1040	Exp
14.	46	Dave Brewer	998	Exp
15.	9	Bruce Lewellyn	968	Exp
16.	55	Harold Mortensen	899	Exp
17.	61	Wayne Peterson	846	Exp
18.	069	Tim Smith	825	Exp
19.	25	Jerry Perkins	786	Exp
20.	225 M	George Walker	725	Exp
21.	158	Don Bohannan	665	Exp
22.	234	Howard Wilson	646	Am
23.	54	Tom Maxwell	635	Exp
24.	115	Bud Hedrick	616	Am
25.	737	Howard Utsey	609	Exp
26.	42	Mike Burke	591	Exp
27.	14	Wm."Doc" Bryce	581	Exp
28.	893	Chuck Raudman, Jr.	580	Am
29.	16	Jeff Foster	576	Exp
30.	379	Duffy Hambleton	562	Am
31.	52	Roger Sides	557	Exp
32.	289	Ray Yinger	554	Am
33.	12	Gary Preston	550	Exp
34.	59	Gene Smith	545	Exp
35.	298	Al House	545	Exp
36.	571	Scott Lapraik	530	Am
37.	38	Spence Windbiel	514	Exp
38.	33	Bob Ewing	499	Exp
39.	39	John Gaetz	496	Exp
40.	15	Ron Sloan	494	Exp
41.	36	Orie Cole	490	Exp
42.	102	Jim Dorman	489	Am
43.	1	Steve Hurd	485	Exp
44.	91	Dick Gillman	484	Exp
45.	86	Bob Arrison	480	Exp
46.	60	Dusty Coppage	470	Exp
47.	170	Bill Bogner	470	Exp
48.	43	Dave Lewis	466	Exp
49.	80	Richard Hall	463	Am
50.	28	Ed Farrell	450	Ex
51.	77	Buzzy Hirst	440	Exp
52.	239	Jack Lund	431	Am
53.	542	Alan Gibbs	430	Am
54.	380	Butch Broman	406	Nov
55.	34	Bill Hammer	405	Exp
56.	31	Dennis Rempel	402	Am
57.	236	Jim Merriken	384	Am
58.	94	Richard O'Neal	381	Am
59.	228	Hal Needham	375	Am
60.	274	Tom Martin	366	Am
61.	24	Ken Knudsen	362	Exp
62.	421	Doug Douglas	361	Am
63.	50	Warren Seigfred	359	Exp
64.	30	John Coots	358	Exp
65.	53	Dave Baker	352	Am
66.	100	Robert Dailey	350	Am
67.	18	Jon Thomas	345	Exp
68.	843	Tom Brooks	340	Am
69.	141	Sam Burg	326	Am
70.	730	Nick Gula	319	Am
71.	138	Jack Ross	318	Exp
72.	40	Sam Gardner	310	Am
73.	76	Tom Simpson	299	Am
74.	695	Jerry Johnson	297	Am
75.	221	Richard Hughes	296	Nov
76.	512	Carl Spahr	292	Nov
77.	451	Bob Campbell	291	Am
78.	41	Richard Braden	290	Exp
79.	65	Sam Dempsey	290	Exp
80.	213	Lanny Lehigh	277	Nov
81.	10	Lon Peterson	274	Exp
82.	854	Jim Beres	274	Am
83.	205	Jack Lapraik	272	Exp
84.	56	Bob Stewart	269	Am
85.	575	Dale Eckhardt	268	Am
86.	567	Gary McLarty	266	Am
87.	64	Carter Robbins	265	Am
88.	70	Len Miller	264	Am
89.	632	Tom Zarp	264	Nov
90.	118	Al Rodgers	264	Nov
91.	796	Randy Burak	260	Am
92.	134	Robert Moll	258	Am
93.	971	David Pleasant	255	Nov
94.	959	Larry Burns	249	Nov
95.	305	Bill Johnson	247	Am
96.	135	Frank Aquaro, Jr.	246	Am
97.	74	John Lloyd	245	Am
98.	812	Richard Stanworth	245	Am
99.	90	Neil Holt	243	Am
100.	120	Jesse Goldberg	241	Am
101.	23	Gene Dempsey	240	Exp
102.	176	Al Nunnally	235	Am
103.	98	Dick Miller	235	Am
104.	171	Bob Raudman	230	Am
105.	129 M	William Waters	226	Am
106.	69	Ed Musselman	225	Am
107.	719	Jimmy Bruns	225	Nov
108.	57	Bill Fullmer	213	Exp
109.	256	Ray Morrow	211	Am
110.	175	Douglas Loftin	206	Am
111.	8	Dick Dean	205	Exp
112.	177	Bernie Cogne	205	Am
113.	190	David Hernandez, Jr.	200	Am
114.	279	John Maroney	200	Am
115.	73	Chuck Nelson	197	Am
116.	216	Ronald Wilson	196	Am
117.	43	Clinard Shawford	195	Exp
118.	525	Lloyd Lingelbach	192	Exp
119.	97	Mill Green	190	Exp
120.	182	Richard Mulliner	186	Am
121.	84	Dean Crawford	185	Am
122.	108 M	Terry Davis	185	Am
123.	168	Tom Center	182	Exp
124.	251	Joe Litchfield	178	Nov
125.	92	Glenn Peterson	175	Am
126.	217	Don Ogilvie	175	Exp
127.	44	Craig Shepard	174	Am
128.	294	Eddie Walker	174	Am
129.	244	Chuck Williford	171	Nov
130.	129	Ken Knowles	171	Am

To Be Continued Next Week

FINAL 1968 LIGHTWEIGHT SCRAMBLES POINT STANDINGS, DISTRICT 37 (Cont'd. From Last wee

77.	Walt Bird	172
78.	Patricia Drake	171
79.	John Rice	171
80.	Paul Schneider	170
81.	Richard Carver	169
82.	Dale Lundberg	167
83.	Steve Rispin	167
84.	Mary Harnisch	166
85.	Merl Holt	163
86.	Ronald Powell	161
87.	Richard S. Kouns	160
88.	Michael Rendich	157
89.	Paul Lambert	153
90.	William D. Bartels	147
91.	Maureen Lee	147
92.	James R. West	146
93.	Jim Doron	145
94.	Dave Massingham	142
95.	Tiny Doron	140
96.	Hondo V. Long	139
97.	Claude V. Long	138
98.	Don Northern	135
99.	Larry Shoemaker	135
100.	Gary Riley	134
101.	Louis Wolf	131
102.	Alfred Guzman	130
103.	Steve Italiano	125
104.	Ray Schultz	125
105.	Sandra Termin	125
106.	James W. Bassey III	123
107.	Robert Hardison	122
108.	Richard C. Kouns	122
109.	Bill Cody	120
110.	Donald W. Dudek	120
111.	Jim F. Parker	120
112.	Troyce L. Cayle	119
113.	Jeff Robin	119
114.	Ray Hernandez	118
115.	Jim McClurg	118
116.	Edward J. Steffen	118
117.	Tom Vardeman	117
118.	Charles Ray Gann Jr.	116
119.	Thomas Thurman	116
120.	Jack Britten	115
121.	Sharon Wolf	115
122.	Leonard Baker	114
123.	David Brooks	114
124.	Dan White	114
125.	Dennis E. Ray	113
126.	Wade Zimmerman III	112
127.	Neil Winston	110
128.	Marsha McIntosh	109
129.	Alvin A. Summers	109
130.	Chris K. Smith	108
131.	Ronald Ringen	105
132.	Bill Spann	104
133.	Dale Bird	102
134.	Thomas W. Farrell	101
135.	Tony Hochgesang	101
136.	Robert M. Williams, Jr.	100
137.	Bobby Archer	99
138.	Donald E. Bevans	98
139.	Robert A. Sanders	98
140.	John Colombero	96
141.	Ted Martin	95
142.	Mark Blackwell	93
143.	Kristen Nolen	92
144.	Tom Culp	91
145.	Dave Lenar	91
146.	Martin MacLean	91
147.	Bob Speier	91
148.	John Riggen	90
149.	Tony Capistrano	89
150.	R.J. Eigenbrod	89
151.	John Garrish	86
152.	Slade Long	85
153.	Dave Stroman	85
154.	Scott Hoffee	83
155.	Kenneth L. Neal	83
156.	Harry Sulkin	82
157.	Craig Cove	81
158.	Joseph Biedenbach	80
159.	Rick Hammel	80
160.	R.L. Park	80
161.	Dale Varnes	80
162.	Kenneth L. Martin	79
163.	Norm Eddedge	78
164.	John Freis	78
165.	Rick James	75
166.	Thomas E. McCartney	75
167.	Robert Soppeland	75
168.	Terry Donaher	74
169.	Chuck Neeley	72
170.	Marland J. McManus	71
171.	Bill Fulton	70
172.	Ronald LaMastus	70
173.	Jim Meriscal	70
174.	Robert F. Millner	70
175.	Don Harris	69
176.	Bob Patten	67
177.	Wayne Whisenant	66
178.	Robert Williams Sr.	66
179.	Sal Acosta	65
180.	Johnny L. Sprague	65
181.	Larry Verdoom	65
182.	Richard Toberoff	63
183.	Chet Burt	62
184.	Mark S. Bailey	60
185.	Dwayne Lundberg	60
186.	Mike Payse	60
187.	Joe Sanderson	60
188.	F.L. Spaulding	60
189.	Mike Lund	59
190.	Randy Roettele	59
191.	C. Glen Brunson	58
192.	H.D. Bloom	57
193.	Don L. Hedges	56
194.	Larry Bochkay	55
195.	Ed Enochs	55
196.	Gary Fishburn	55
197.	Ron Hall	54
198.	Steve C. Hyder	54
199.	John Morgan Jones	53
200.	Ronald P. Lambert	53
201.	Arthur Moya	53
202.	Chuck Wheat Jr.	53
203.	Jay Border	52
204.	Charles Soderstrom, Jr.	52
205.	James E. Carter	51

Continued Next Week

1968 DISTRICT 37 DESERT LIGHTWEIGHT PT. STANDINGS
(Continued From Last Week)

121.	Nov	Robert Maley	180
122.	Am	Bob Hayes	179
123.	Nov	Don Ross	172
124.	Nov	Joseph Gaide	172
125.	Am	Dick Fichtner	171
126.	Nov	Phillip Mailloux	167
127.	Am	Russ Woodworth	165
128.	Ex	Charles Gates	165
129.	Am	Casey Folks	165
130.	Am	James Close	164
131.	Nov	William Waters	163
132.	Nov	William Fletcher	162
133.	Ex	Bob King	160
134.	Nov	Carl Iverson	158
135.	Nov	Ray McCarty	157
136.	Am	Bill Reagan	155
137.	Nov	Doug Slumskie	155
138.	Nov	Arthur Henry	154
139.	Nov	James Lang	149
140.	Am	Dexter Halldin	145
141.	Am	Ed Scott	144
142.	Am	Don Abbott	142
143.	Am	Ed Martony	140
144.	Nov	Howard Rosenauer	140
145.	Nov	Robert Haynes	138
146.	Nov	Jack Midgett	136
147.	Nov	Leonard Dobbs	136
148.	Nov	Bob Winegardner	135
149.	Nov	Peter Roberts	132
150.	Am	Arden Schug	131
151.	Am	John Bailey	130
152.	Nov	Gary Brittain	128
153.	Nov	Marty Spiro	127
154.	Nov	John Barker	125
155.	Ex	Tim Smith	124
156.	Nov	James Rico	121
157.	Nov	Marvin Parry	120
158.	Nov	Don Buhl	117
159.	Nov	Ronnie Francis	116
160.	Nov	Robert Vesey	116
161.	Nov	Tom Fee	115
162.	Am	Wallace Dibble	114
163.	Nov	Brian Stanners	114
164.	Nov	Ronald Lewis	107
165.	Nov	Christian Czuzak	106
166.	Ex	Moe Griffin	105
167.	Nov	Jerrald Kindsvogel	105
168.	Ex	Howard Jackson	105
169.	Nov	Wiley Possell	104
170.	Am	Richard Boyle	104
171.	Nov	Ken Weston	103
172.	Nov	Jimmy Stein	100
173.	Nov	Bill Thomas	100
174.	Nov	Dean Goldsmith	95
175.	Nov	Dean Klingerman	95
176.	Am	Jerry Isaacson	95
177.	Ex	John Mallett	92
178.	Nov	Marvin Batten	91
179.	Nov	Gage Herington	91
180.	Am	Jim Wilson	90
181.	Ex	Bob Riley	90
182.	Ex	Eugene Cannady	90
183.	Nov	Albert Goodson	90
184.	Nov	Howard Markham	89
185.	Nov	James Passard	88
186.	Nov	Skip Hetrick	88
187.	Nov	James LeBlanc	85
188.	Am	John Lloyd	85
189.	Ex	Raymond Johnson	85
190.	Am	Richard Moseley	83
191.	Am	Michael Haller	82
192.	Nov	Ron Jones	81
193.	Ex	Frank Wheeler	80
194.	Ex	Max Switzer	80
195.	Nov	John Calvert	80
196.	Am	Tom Senner	75
197.	Nov	Leroy Welty	75
198.	Nov	Robert Kaskel	75
199.	Am	Darrell Kilpatrick	74
200.	Nov	Chuck Alexander	72
201.	Nov	Peter Fluegge	72
202.	Nov	Terry Nichols	71
203.	Am	Dick Wright	71
204.	Am	Randy Burak	70
205.	Nov	Ralph Newcomb	70
206.	Am	Bert Stewart	70
207.	Am	Dick Smith	70
208.	Nov	Fred Webb	70
209.	Nov	John Warren	70
210.	Nov	C.D. Robbs	68
211.	Ex	Willie Hill	68
212.	Nov	Raymond Rieger	68
213.	Nov	Dick Lichtenfelt	67
214.	Nov	Dan Wiseman	66
215.	Nov	G.N. McLean	65
216.	Nov	James Symons	65
217.	Am	Steve Holladay	65
218.	Nov	Steve Schneider	65
219.	Nov	Pat Martin	65
220.	Ex	John Coots	65
221.	Nov	Norman Monarch	65
222.	Nov	Roy Knight	64
223.	Nov	Michael Stoner	64
224.	Nov	Bruce Safford	64
225.	Nov	Robert Shugrue	62
226.	Nov	John O'Brien	61
227.	Nov	Gary Heiner	60
228.	Ex	Lynn Cole	60
229.	Am	John Maroney	60
230.	Am	Kurt Lohmeyer	60
231.	Nov	Bill Gaines	60
232.	Nov	James Hall	60
233.	Nov	Ken Ratzloff	59
234.	Nov	Leroy Marquardt	59
235.	Nov	Robert McCommon	57
236.	Nov	Vernon Brown	56
237.	Max	Melchert	56
238.	Don	Shore	55
239.	Nov	Jim McClurg	55
240.	Nov	William Ocheltree	55
241.	Nov	Larry Burns	55
242.	Nov	Max Wade	54
243.	Am	Bruce Kawell	53
244.	Nov	John Hendrix	53
245.	Nov	Grant Thornton	52
246.	Nov	Art McNamee	51
247.	Nov	Chuck Waters	51
248.	Nov	Levon Arklin	50
249.	Nov	MIR. Montgomery	50
250.	Am	Steve Cole	50
251.	Nov	John LeBlanc	50
252.	Nov	Rick Wimer	50
253.	Nov	Dennis Knudsen	50
254.	Nov	Richard Freyre	47
255.	Nov	James Rutter	47
256.	Nov	Walter Fichtner	47
257.	Nov	Don Memmott	46
258.	Am	Don Dixon	45
259.	Nov	Stan Barrett	45
260.	Nov	Jack Johnson	45
261.	Nov	Cliff Herrington, Jr.	45
262.	Nov	Thomas Dunn	45
263.	Nov	Tom Webb	43
264.	Nov	John Feeney	43
265.	Nov	Joel Gillingwaters	43
266.	Nov	Boris Dobrotin	43
267.	Nov	Bill McCoun	42
268.	Nov	Gerry Perry	41
269.	Nov	Michael Kotrba	41
270.	Nov	Al Adkins	40

(Continued Next Week)

DISTRICT 37 DESERT TRAIL BIKES EARNED 1969 NUMBERS
(Continued From Last Week)

1969 No.	1968 No.	Name	Class	Pts.
116.	864	Laws, C.	Nov.	164
117.	493	Gagnon, T.	Nov.	164
118.	263	Sommerville, R.	Nov.	160
119.	187	Wilson, D.	Nov.	158
120.	274	Sommers, C.	Nov.	158
121.	650	Field, D.	Nov.	157
122.	245	Griffin, R.	Nov.	151
123.	930	Hulet, S.	Nov.	147
124.	145	McClellan, L.	Nov.	145
125.	M 266	Rendrich, M.	Nov.	145
126.	167	Kuammen, B.	Nov.	144
127.	21	Harrison, J.	Exp.	140
128.	792	Podolece, W.	Am.	140
129.	962	O'Neal, J.	Nov.	140
130.	M 347	Emler, D.	Nov.	140
131.	257	Brown, S.	Nov	139
132.	188	Mendenhall, H.	Am	138
133.	512	Garber, D.	Nov	137
134.	95	Willeford, R.	Am	136
135.	128	West, J.	Nov	135
136.	M 407	Lund, A	Nov	135
137.	320	Hearn, L.	Nov	134
138.	477	Locke, A.	Nov	132
139.	629	Moeller, R.	Nov	132
140.	828	Matheny, R.	Exp	130
141.	109	Leak, S.	Am	130
142.	918	Ramstetter, W.	Am	130
143.	M 301	Lyle, M.	Nov	129
144.	M 153	Bell, B.	Nov	129
145.	795	Fortner, S.	Nov	128
146.	813	Preiss, J.	Nov	128
147.	430	Shorb, R.	Nov	126
148.	545	Chew, R.	Nov	125
149.	274	Rapp, T.	Nov	125
150.	279	Adams, Mike	Nov	125
151.	390	Garjian, J.	Am	125
152.	583	Dalton, S.	Nov	122
153.	125	Birt, E.	Nov	122
154.	181	Bihari, J.	Am	117
155.	825	Johnson, N.	Nov	117
156.	M 296	Brooks, T.	Nov	117
157.	86	Etheridge, D.	Am	116
158.	146	Garrett, C.	Nov	113
159.	934	Leary, J.	Nov	111
160.	886	Mills, M.	Nov	110
161.	652	Baron, B.	Nov	110
162.	44	Bryce, T.	Exp	107
163.	113	Creager, J.	Nov	105
164.	769	Hubbard, J.	Nov	103
165.	696	Groover, D.	Nov	102
166.	143	Saunders, Jr.	Nov	102
167.	357	Sahw, G.	Nov	100
168.	735	Holliday, M.	Exp	95
169.	717	Sallee, C.	Nov	93
170.	22	Lindsay, W.	Exp	90
171.	91	Maynard, B.	Am	90
172.	616	Henderson, P.	Nov	90
173.	118	Dannenberg, J.	Nov	90
174.	207	Wright, R.	Nov	89
175.	691	Brickner, J.	Nov	88
176.	887	Speakman, J.	Nov	87
177.	894	Curry, G.	Nov	86
178.	248	Dietz, B.	Nov	86
179.	750	Anselm, D.	Exp	85
180.	205	Cashman, W.	Nov	84
181.	161	Devine, R.	Nov	84
182.	443	Yarbrough, G.	Nov	84
183.	474	Adams, T.	Am	81
184.	110	Rymal, D.	Am	81
185.	18	Paxton, R.	Exp	80
186.	738	Grieve, D.	Nov	80
187.	521	Staats, S.	Nov	80
188.	876	Stockwell, C.	Nov	80
189.	548	Dick, W.	Nov	79
190.	57	Benham, Norm	Exp	77
191.	246	Furnish, J.	Nov	76
192.	673	Giatz, S.	Nov	76
193.	451	Russell, D.	Nov	75
194.	M 283	Petrie, C.	Nov	75
195.	901	Yarbrough, B.	Nov	72
196.	281	Keena, M.	Nov	71
197.	37	Krizman, J.	Exp	70
198.	89	Termin, S.	Am	70
199.	702	Woods, D.	Nov	70
200.	848	Akman, E.	Nov	70
201.	M 161	Wells, T.	Nov	69
202.	660	Norman, J.	Nov	68
203.	M 245	Townsend, R.	Nov	67
204.	938	Forney, S.	Nov	67
205.	591	Messer, B.	Nov	65
206.	888	Culp, T.	Am	65
207.	488	Cook, L.	Nov	65
208.	133	Eyre, M.	Nov	65
209.	365	Selby, W.	Nov	64
210.	M 196	Cochrane, F.	Am	64
211.	278	Lane, C.	Nov	61
212.	72	Giuliany, A.	Am	60
213.	379	Hockie, D.	Nov	60
214.	79	Cameron, K.	Am	60
215.	M 364	Fowler, R.	Nov	60
216.	237	Miller, F.	Nov	60
217.	313	Schlup, E.	Nov	60
218.	345	Fishback, J.	Nov	59
219.	397	Roady, B.	Nov	59
220.	210	Johnson, T.	Nov	59
221.	605	Watkins, E.	Nov	57
222.	M 101	Green, L.	Nov	56
223.	261	Krause, M.	Nov	56
224.	M 458	Jacks, J.	Nov	56
225.	M 309	Sullivan, K.	Nov	56
226.	454	Timmons, R.	Exp	55
227.	158	Dillahay, C.	Am	55
228.	727	Colyell, L.	Nov	55
229.	M 381	Newton, J.	Nov	55
230.	M 465	Bird, L.	Nov	55
231.	573	Davies, G.	Nov	55
232.	217	Burton, M.	Nov	54
233.	M 216	Upp, L.	Nov	54
234.	183	Forlizzi, J.	Nov	51
235.	958	Parks, B.	Nov	51
236.	315	Tosetti, B.	Nov	50
237.	251	Salisbury, J.	Nov	50
238.	880	Harrison, S.	Nov	50
239.	679	McCartney, T.	Exp	50
240.	919	Smith, C.	Am	50
241.	M 132	Banks, D.	Nov	50
242.	839	Griewe, K.	Nov	50
243.	956	Buckspan, K.	Nov	50
244.	220	Waldon, Randy	Nov	50
245.	90	Ferdman, A.	Nov	49
246.	120	Sandsen, J.	Nov	48
247.	87	Wiley, S.	Am	48
248.	M 284	Johnston, S.	Nov	48
249.	698	Spangler, F.	Nov	47
250.	M 118	Tegarden, W.	Nov	47
251.	M 114	Schmitt, M.	Nov	46
252.	311	Kiedrowski, A.	Nov	45
253.	510	Adams, R.	Exp	45
254.	M 130	Sproles, L.	Exp	45
255.	153	Pomato, D.	Nov	45
256.	M 488	Tilley, W.	Nov	45
257.	M 435	Alzola, M.	Nov	45
258.	459	Anstead, D.	Nov	44
259.	857	Miller, C.	Nov	43
260.	307	Rauch, S.	Nov	42

(Continued Next Week)

DISTRICT 37 AMA MOTO-CROSS FINAL POINT STANDINGS 1968

By Eulene Long

New#	Old #	Name	Pts.
1.	24	Chuck Minert	170
2.	51	Bob Maynard	115
3.	92	John Maynard	75
4.	102	George Etheridge	70
5.	149	Tom Rapp	60
6.	71	Bill Gomen	60
7.	20	Bob Riley	55
8.	126	Dan Ortega	47
9.	103	E.C. Birt	45
10.	21	Dick Camp	40
11.	61	Willie Hockie, Jr.	39
12.	161	Tom Grant	36
13.	101	Bud Hedrick	36
14.	190	Don Grieve	30
15.	164	John Hatley	30
16.	95	Kurt Lohmeyer	30
17.	159	Carl Cotton	30
18.	12	Bob Arison	30
19.	66	Curt Horst	29
20.	154	Micky Burton	28
21.	86	Danny Hockie	25
22.	23	Jack Hately	21
23.	157	Greg Wickam	21
24.	77	Tom Harrington	21
25.	144	Dale Eckhardt	19
26.	150	Gary Wickam	17
27.	53	John Diskin	16
28.	100	Bob Mortenson	15
29.	98	Ken Neal	15
30.	50	Lynn Wineland	15
31.	156	Sandy Robertson	13
32.	60	Clete Hruska	12
33.	135	Gary Brittain	10
34.	91	Jim Choner	10
35.	76	James Close	10
36.	136	Charles Curnutt, Jr.	9
37.	97	Hank Wessel	9
38.	143	Rennie Leach	8
39.	140	Jim Rutter	8
40.	187	Ruben Benites	8
41.	74	Paul Greenwood	8
42.	139	Glenn Hovanec	7
43.	63	Frank Spangler	6
44.	87	Chuck Daley	6
45.	182	Skip Porter	4
46.	84	Jim Crook	3
47.	137	Rich Pomo	3
48.	173	Joe Biedenbach	2
49.	151	Clarence Willis	2
50.	162	James Wells	1
51.	172	David Swaney	1

Points and standings derived from three District 37 Moto Cross events held in 1968.

SAN GABRIEL VALLEY EUROPEAN SCRAMBLES
Sun., Jan. 19, 1969

By Dick Wright

TRAIL BIKE AM/EX.		
1. Jack Morgan	Ex	Hod
2. Mark Rader	Am	Hod
3. Terry Clark	Ex	Hod
4. Dean Goldsmith		H-D
5. Wes Anderson Jr.	Ex	H-D
6. Jeff Wright	Ex	Hod
7. Wayne Ragland	Am	Hod
250 AM./EX.		
1. J.N. Roberts	Ex	Hus
2. Gary Conrad	Ex	Hus
3. Tom Muto		Hus
4. Bruce Dunsford		
5. Gary Griffin	Ex	
6. Gary Preston	Ex	
7. Dennis Torgerson	Ex	
8. Terry Trachy		
500 OPEN-AM.-EX.		
1. J.N. Roberts	Ex	Hus
2. George Walker	Ex	Hus
3. James Martino	Ex	Hus
4. #506	Ex	
5. Jim Wilson	Am	Gre
6. Steve Holladay		
7. Dusty Coppage		Tri

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Beyond The Noise

By Marjorie Paramore

I am a mother, with four sons who ride bikes.
This is their pastime; their Heaven's Delight.
They ride around tracks, as fast as they can go.
Enjoying themselves, this much I know.
They ride and race each other, up and over the hills.
Hoping their bikes hold out, and they don't take a spill.
By riding and racing, they learn sportsmanship,
Work off nervous energy, become boys of good stripe.
They learn self control, the meaning of fair play.
To do under others, day after day.
When their help is needed, they lend a hand.
This will surely help them to grow into better men.
Bikes can be educational, for boys of every age.
Bikes are complicated, and the latest rage.
Boys will read, research each inch of their bikes.
They work on them intelligently, and with all of their might.
They will tear them down, and build them up again.
Trying to make a bike, they can ride to win.
Yes, they will read and study all about bikes.
This way many a machinist has seen opportunity's light.
Now, some boys stand on street corners, wasting their time.
A bike rider on the street corner, you rarely will find.
Our house is a gathering place for young riders on our street.
They research, and repair, and they're not very neat.
There's grease from their heads right down to their toes.
And the noise of the bikes is maddenly close.
But deep down in my heart I don't really mind.
For my boys are happy, having a marvelous time.
What more could a mother ask, with four boys of a kind.
Than to see them make happy, constructive use of their time
So! Mothers all over, denying boys bikes, isn't fair.
He could become an engineer, a machinist, a great man some day.
So please Mothers! a little understanding, lots of love and care.
Your boy could become something, and be welcome anywhere.

Boaz And Halford Boys Have A Manzanita Blast

By Matt Glover

PHOENIX, Arizona, Jan. 12 – Temperature 69 (in the shade) TT races sponsored by A.M.R.A. (Arizona Motorcycle Racing Assn.) at Manzanita Speedway, 35th Ave. and Broadway. This is a quarter-mile oval within a half-mile oval, all hard clay dirt.

In the summer, when the daytime temperature gets up to 115 plus, in the shade, races will be under the lights (and stars) on Friday nights.

Fifty-two bikes registered on the grid board, with the 125 Novice and Amateur to run together, also Open Amateurs and Experts in one race. There were only two 125 Amateur bikes on the board, and Bill Cramer (Bri) won first overall in the heat and main, leading from start to finish. Amateur Ron Shuman (Yam) ran second all the way in the heat, with novice D. Shuman (Kaw), third.

Shuman started off the same way in the main but konked out on the sweeper in the second lap. D. Shuman (Kaw) came up from fourth place at lap one to take second overall this time, and the winning novice.

In the 250 Novice heat Jim Ludi (Yam) and Robert Ritz (Yam) first and second all the way. In the main it was the same story, nip and tuck, but at the end of the second lap they tangled coming out of the esses up to the first jump, and flipped, eliminating themselves. The race was stopped, and restarted.

Then, Pete Wouters (Yam) and Larry Matson (Bul) died on the line, and Curt Vail went off course in the first turn, considerably thinning the traffic. Ken Blatter (Yam) got the jump off the line. By the third lap he was way out front and stayed there.

The 250 Amateur belonged to Jim Morgan (Yam) all the way, but back in the pack Paul Niemi (Bul) pulled up from third in the first lap to second in the second lap, and then lost it in the esses on the fourth lap, finishing as an also ran away back. The week before Paul won the 250 Novice main, so this week they moved him up into the Amateurs. In the Main he pulled out the stops and took a good lead early, hotly pursued by Jim Morgan (Yam) and Dale Sturdevant (Yam). These first three closed tighter and tighter all through the race. But Niemi did not have a nemsis this time, winning by about five lengths; Morgan was about four lengths ahead of Sturdevant.

Wire To Wire

Brian Ross (Duc) took the 250 Expert heat by about two lengths from Tom Halford (Bul) who came through from fourth spot on the first lap. However, in the Main, Jim Halford (Yam), brother of Tom, was not back in the shuffle, dicing. He was the leader first and last. Byron Boaz (Yam) made second, holding off Tom Halford (Bul) who had won the Main the week before.

Jim Edwards (Tri) handily won the Open Novice heat race, front running the whole distance. However, Dave Ford (Tri) copped the Main, from wire to wire, beating Jim by a comfortable margin. It is evident that the cloud cover is increasing the humidity; some jet changes make the differences in the Mains. And so the tuners perform their legerdermain.

The Open Amateur and Expert heat had John Sellers (Tri) closely nipping Sil Modesti (Nor) for the win. At the end of the first lap Boaz (BSA) closed on Sellers for the lead going into the esses, but dumped it and was relegated to tail end Charley. In three laps Boaz was up to 3rd but Time and Distance ran out ahead of him. Hey, all you riders from up Denver way, remember Don Tointon (BSA), the tractor-trailer driver, one of the knights of the road? He worked up into a good third spot in the third lap but didn't show on the fourth. Yup, ran out of gas. Wonder if he shows that in his log book. The Main was a different story with a determined Boaz (BSA) barreling into the lead on the second lap, and that was it, by 20 lengths.

Last week they ran 250 and Open flat track exhibitions on the quarter mile oval, no brakes. The fans seemed to like this kind of racing, akin to the caged sprint cars which follow the bikes on the same track. This week was to be the same again, but, at the last minute brakes were O.K'd. Consequently, most had 'em but some didn't, which isn't good.

In the 250 Tom Halford (Bul) was out front at the drop of the flag, and lengthened his lead each lap. Man! This young feller is a natural hot shoe. Boaz (Yam) held second for three laps, then Lakin Gabert (Yam) overtook him for second; coming into the home stretch John Halford (Yam) (yep, still a third Halford brother) edged Boaz for third, almost at the wire.

The Open race was Boaz (BSA) all the way, by an ever increasing lead.

(Results on page 16)

Paul Lass: He's Racing Again At 43

Story by Leonard E. Sipe
Photo by Vicky Hillman

Paul Lass owns a small Harley-Davidson shop in Bellflower.

It's an unimposing store; no glittery facade, no strident "image," and, on chilly days, no heat. "Every year about this time my secretary threatens to quit because of the cold. And every year I have to promise and cajole and be sweet to her until it warms up," Paul said.

Paul took his first motorcycle ride when he was seventeen. "I didn't really mean to take my friend's bike without permission. But that big gleaming Harley sitting outside the neighborhood skating rink was too tempting."

In 1956, he joined Bates Industries as Production Engineer, in charge of designing new tooling and developing new and better production techniques. Because others in the company were avid cyclists, he began riding around on the weekends on an old dirt machine, and was soon turning out for Sportsman competition in District 37. After a season on his tired thumper, he decided to purchase a brand new 500cc AJS single. But with only 30 miles on the odometer, a friend took the new machine out for a spin and stacked it up.

While rebuilding the bike, Paul and his buddy decided to turn it into something special. "We didn't really plan it that way; things just got out of hand," he recalls. The result was a very sanitary customized dirt machine, complete with tasteful chrome plating and glistening two-tone paint job. The engine was given the full treatment.

Outfitted in new leathers and satin jumper, he won the award for best-dressed machine and rider at the last Catalina Grand Prix in 1958. And bike and rider went as good as they looked. Paul finished the classic event in sixteenth place out of a field of 200 starters. After 110 miles and 3-1/2 hours of racing, the AJS was still running strong.

That same year, Paul went to work as a road man for Cooper Motors in Burbank, distributor for Royal Enfield and, at that time, Yamaha.

As challenging as it was, being on the road, there were disadvantages. Paul had to be away from his family too much, and his riding in weekend events was cut to a minimum. He missed them both. In 1960 he made a change.

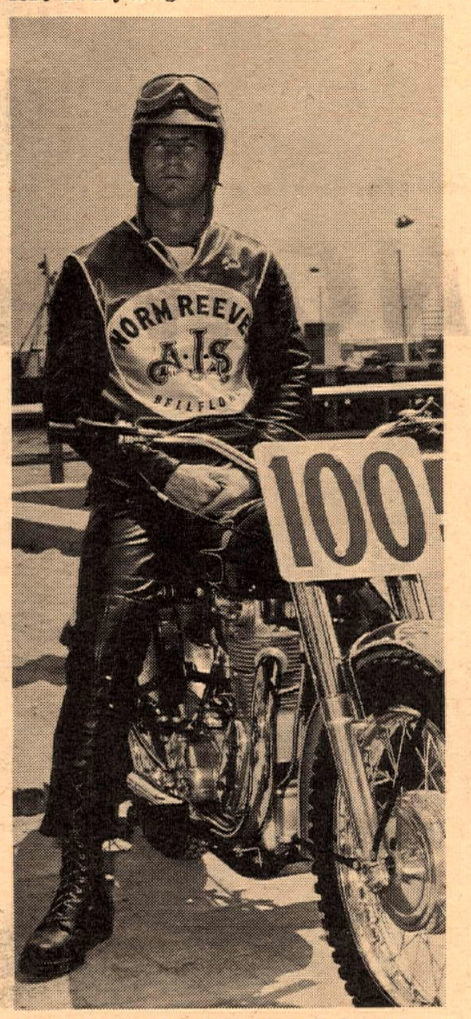
With a good job as inside salesman in a local bike shop, Paul found he had time to begin racing for real. Although missing most of the Sportsman scrambles season in 1960 he wound up as #25 Expert in his district. Then he turned professional, riding flattrack and TT races at Ascot, and the old Lincoln Park.

His first ride was a '37 Indian. "It was a great flattrack machine. Of course, things were a little tricky going into the first corner with a hand shifter. But that beautiful old Scout sure helped me bring home the gold."

And the points, too. In his first year, Paul made national #12 as a class C Novice. Later he rode Royal Enfields for Shell Motors, a dealer in Lynwood, and was battling it out regularly with Elliott Schultz, Jim Goldsmith, and Blacky Bruce.

Paul's professional riding ended in '62 when he got a job offer from Norm Reeves, whom Paul had known for years (Paul bought his first new machine from Norm and wore Norm's colors in the Catalina race). Reeves was a good businessman, on his way to becoming the richest Honda dealer in the United States. Paul started out as salesman. He worked his way up to General Manager, supervising two of Reeves' three locations.

"Norm's a beautiful person to work for. Everything I know about the retail motorcycle business I learned from him."



Paul Lass, owner of Paul's H-D in Bellflower, on the line for the last Catalina race in 1958. He was awarded best dressed rider and bike trophy, finished 16th overall out of a field of 200.

After being with Reeves four years, Lass decided to purchase the Harley-Davidson shop down the street from Norm's Paramount store.

The last three years haven't been easy, but he has built up a loyal clientele. "I soon realized there are motorcycle riders, and then there are Harley-Davidson riders. The Harley rider is a special breed, very particular and very loyal; loyal to Harley-Davidson in general, and loyal to that individual dealership that gives him conscientious service and a fair shake."

Paul guarantees all his used machines. When he gets a used Harley in, he'll either fix it back into stock condition or, if that's too expensive, he'll make a clean, conservative chopper out of it. "You have to keep the price under $1000 or the machine will just sit there."

He's an honorary life member of the Oxnard Motorcycle Club, and very seldom misses a meeting, although it's an 85 mile trip both ways. It's worth it. Many Oxnard riders come all the way to Paul's shop for servicing and, occasionally, to purchase a new touring machine.

Paul takes in the annual Sierra Run, renting a cabin or motel room at the gathering point and holding open house with free drinks and food. (The last trip he made, he sold four new bikes.)

Paul is 43 years old (he looks only 33). Besides racing motorcycles professionally, he's a skier, 3/4-midget racer, ex-hockey player, airplane pilot, and speedboat jockey.

Following a six-year lay off, he's riding Sportsman TT scrambles again, on Saturday nights at Perris. The person responsible for Paul's return to racing is Vince Graves, his parts man. Vince was the overall high point winner at Perris' night events for '68. He makes sure Paul and his bike are out there every race night.

And what is it like, racing then and now?

"Kids today are going faster, riding harder, and have much better equipment. The new two-strokes are much more competitive than the old four-cycles. A new 360 Bultaco, for instance, could wipe out anything available back then."

He's teaching his eight-year-old boy to ride. "He'll soon be wanting to ride scrambles, and I'm making sure he knows how to do it right."

He's keeping his eyes open for an old JAP speedway machine to build up. He wouldn't be thinking of trying his hand at speedway racing, would he? That quick smile indicated he had something in mind. If not as a rider, perhaps as a sponsor. With the resurgence of this brand of racing, Paul Lass will undoubtedly be part of it.

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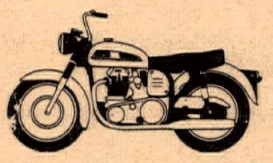

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GRANT FIBERGLASS HELMETS CLEARED OF CHARGES

Charges of fraud, misrepresentation and false advertising entered by the state of California against Grant Fiberglass, Inc. have been dismissed without prejudice to the defendants.

The misunderstanding arose from a press release inadvertantly issued by Grant's agency, alleging that Snell Foundation approval had already been obtained. Although Grant helmets met the specifications of Z90.1, they were not Snell-approved. In addition, a helmet alleged to be manufactured by Grant was tested and failed to pass the Z90.1 requirements.

Herb Speck, president of Grant Fiberglass, said, "once we answered the

New model headgear by Grant Fiberglass is this full-coverage helmet featuring removable face guard.

questions presented by the Attorney General's office, the complaint was dismissed.

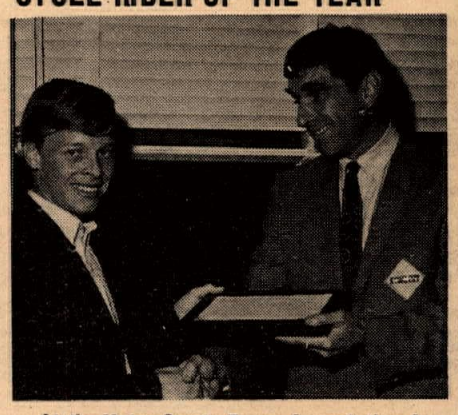
"Our sales effort has been affected by this situation in many other states. We expect to recover completely in 1969 by continuing to offer a quality line at competitive prices," Speck said.

"The only change will come in distribution. We will sell only through distributors and dealers who understand honesty and integrity. The others who are moved by rumor and misrepresentation will have to seek their own level."

BOB BAILEY'S SERVICE CENTER

Bob Bailey, well known to TT fans as National No. 33, recently opened Bob Bailey's Service Center at 17124 S. Western #6 in Gardena, California. What is unique about the new shop is the one day service to customers. The service center does repair work on almost any brand of motorcycle made and is an authorized Maico dealer. They can handle any kind of repair work; they have a lathe, grinders, welding equipment and a complete parts department. Phone (213) 327-8538.

MARK BRELSFORD NAMED MOTORCYCLE RIDER OF THE YEAR



At the Motor Sports Press Association Annual Awards Dinner held recently in San Francisco, Brent Stockwell of KCBS Radio Sports and the Napa Register presented the Motorcycle Rider of the Year award to amateur AMA rider Mark Brelsford.

The association picked Mark out of the many Northern California riders in AMA and AFM for his fine 1968 season record of seven amateur national wins which clinched the National Amateur Championship.

Mark is currently running in the indoor events in the San Francisco Cow Palace.

Jim Rodriguez takes the direct route.

Oregon Scrambles No Candy Run

By Robert Schwarz

COLTON, Ore., Jan. 12 – When the Lobo Motorcycle Club hosted the Hare Scrambles at Colton, it proved to be one of the toughest days of the season for such a run. Forty-two fearless riders put their money on the line to ride five laps of a four mile course over half-frozen ground, snow, water and lots of mud to see who were the really stout ones.

About 15 prospective riders showed up, took one look at the course, snowy weather, water and mud and said to heck with it. This was no candy run and they wanted no part of it.

From a dead start the riders squirted off and funneled into a narrow left hand turn creek crossing. For those who were eager and cut the corner of the turn, the creek was almost bottomless. After a slight separation of men from boys here, they came to a 100 yard field, one of the few good places for passing. This led to the base of a hill with several deep ruts. Woe to the guys who ride with two wheels on the ground, and had low ground clearance or wide engine cases. They just about had to ride on the rear wheel like Torsten Hallman to get thru this kind of stuff.

After the first lap, Portland's motocross ace, Dick Jagow, watered out his borrowed 360 Montesa as did hill climb champion, Richard Clay, on his 250 Harley-Davidson. As the event wore on the water problem managed to put about half the bikes out of commission. About 25% of the other riders didn't finish because of other reasons or they were just plain tired of trying to maintain such a gruelling pace thru such rugged country.

All through the race there was a contest for first place between Dale Walker and Clarence Paughts (pronounced Potts). Each time Clarence would come around to check point #1 he would ask "how far am I from first place?", and the checker would tell him "only 30 seconds". With determination and an air of nonchalance, Clarence would ease his Greeves into motion and try to catch the leader. Finally his determination (or lady luck) paid off, because Dale Walker had a breakdown within a mile and a half of the finish line. Clarence Paughts (pronounced Potts) was now an easy winner, while Gib Wright on his 250 Yamaha, snatched second place only minutes behind the winner. Only 20% of the starters finished. Less than half the bikes at the end of the event were running well enough to run another lap.

(Results on page 16)

Recapping The Bushmasters

By Erich Kohler

INDIO, Cal., Jan. 19 – Yucca Valley – HAH! Fiasco; Fake; Fraud, not necessarily in that order! Now that I've got that off my chest, I'll settle down to mere ranting and raving.

To start off with, the course wasn't even close to the Yucca Valley turnoff at Dillon Rd. It was almost straight north of Indio. It seems that the Bushmasters knew they'd get a poor turn-out if they "told it where it is", so they laid lime for maybe 20 miles from a place that had a nicer sound to it. Hence the words fraud and fake.

As for the fiasco part of it, that started at the start, in drift sand. After that the sand gradually gave way to rocks. It finally became not only rocky, but rocks on rocks. Sharp pointy ones. The round ones were heavily, but impartially distributed throughout the sand washes.

Actually, the aforementioned problems would have been barely tolerable were it not for the next, main deterrent, (or detrourant). The course, which was supposed to be 30 miles but was closer to 52 miles, was terribly marked, causing so many guys to get lost, so many times, in several different places, that the officials were discussing throwing out all the check points.

I'm not at all sure the race will count towards yearly points.

Not only was the lime insufficient, but no one mentioned the need to ignore the orange ribbon, left over from a previous run. In fact one of the card markers was telling riders to follow both the lime and the ribbon. This ribbon and the lime ran over the same ground for something like half the distance, here now, gone over the next rise. In many cases, such as where there was no lime to be seen, the ribbon led the riders a merry chase indeed. I will say however, that the really dangerous spots were well marked.

The course was laid out in such country as to probably disqualify the race anyway, because the rulebook states that for this type of race the course should be over "natural terrain"; but this course went through graded portions where the whole side of a hill was crumbly shale and sharp rock. This, more than once!

Several riders packed up at the end of the first loop. This was capped by the fact that the people at the finish line seemingly didn't know when to finish the race.

The plight of Jack Morgan was such that his neck will probably get red for a long time at the mere mention of "Bushmasters". At the end of his second loop he was told to keep going, only to break down. He finally left with his bike the following day. The rest of the trail bikes went two loops. Some of the smart ones like Dean Goldsmith elected not to go.

If the Bushmasters are allowed to put on another point run, I hope they will have learned enough by this one to concentrate more on good marking and less in distance.

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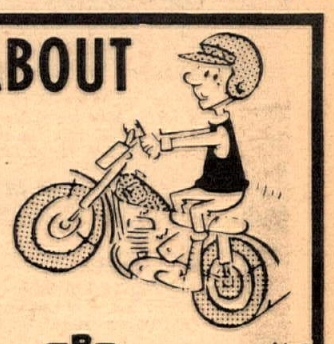

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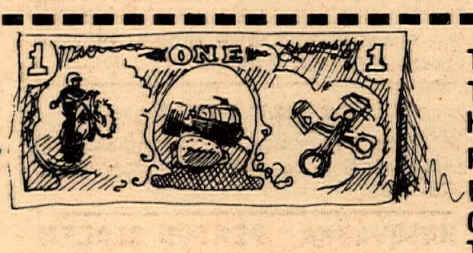

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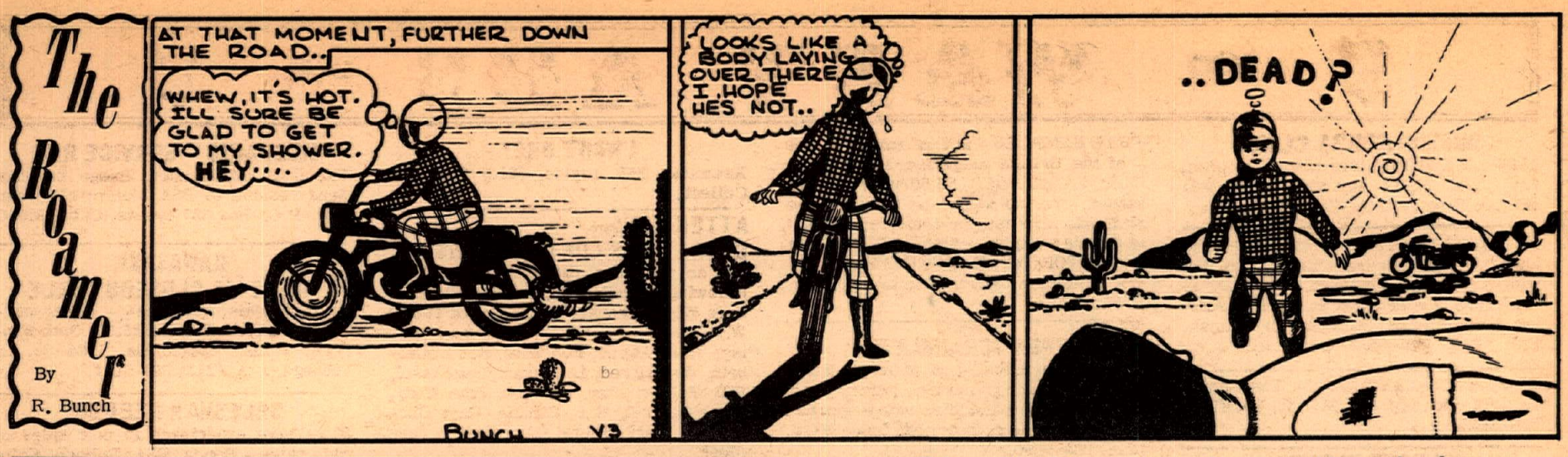

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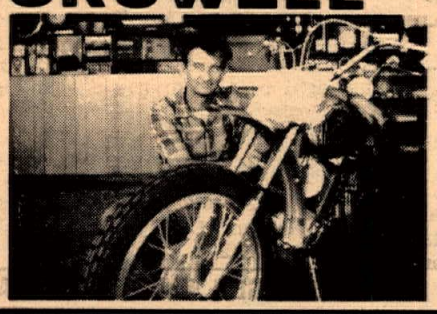
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MOTORCYCLE SALES AREN'T MUCH THIS TIME OF YEAR

About now our sales get a little cold, a little stiff. So, our dealers are having a special winter showroom sale on brand new machines. Yamahas with all those features, and all that track-proven performance. It's a good time to do some price shopping. Ours will be considerably lower.

See Yamaha in American International's "Three in the Attic," soon at local theaters everywhere.

YAMAHA

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